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AUTOSPORT

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Another March success was gained by Jimmy Mieusset at the recent opening round of the European Mountain championship at Ampus, France.



Publisher : Simon Taylor
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AUTOSPORT, APRIL 12, 1973

EDITORIAL

Bridging the gap

Of all the interesting developments which arose from the excellent GKN/Daily Express International Trophy meeting at Silverstone last weekend, none was more interesting than the speed displayed by a few of the Formula 5000s. That, and Peter Gethin's recent win at Brands Hatch, has rekindled the old debate: how long before Formula 1 pre-eminence in motor racing is usurped by these brutish stock-block-powered cars? The purists, the historians, believe never, but the band of F5000-orientated observers and competitors who believe soon is growing with every race.

The two classes have been competing together in non-championship races for some time, notably in the big event run just once at Ontario Motor Speedway, in 1971, which was supposed to prove once and for all which was the quicker. As is history, the F5000s were blown into the distance by the more sophisticated F1 cars. One consequence was that F5000, born, in Britain, as an alternative with wider appeal to the rather esoteric Formula 2, was subjected to a great deal of rubbishing. It was, in effect, a national formula, though not in name, trying to live down its clubbie image. AUTOSPORT was among the wolves baying over the dying body of the thing as late as March last year. Now, with the reintroduction of petrol injection for this year and the increasing American-inspired professionalism, the image is fast changing.

A year ago F1s enjoyed total supremacy over the 5-litres. They still have an edge, but that sensational 1 m 17.5 s by David Hobbs (Carl Hogan Lola-Morand T330) during practice shattered even F1 people. There were mutterings, darkly, of trick qualifying tyres—denied by Hobbs—which stung the 3-litre men into even better times in their practice session. Hogan, with his Lolas fully sorted by the factory, the finest engines that money can buy, and the best drivers available, are bringing as much professionalism to the big formula as exists in F1. That really is the crucial thing.

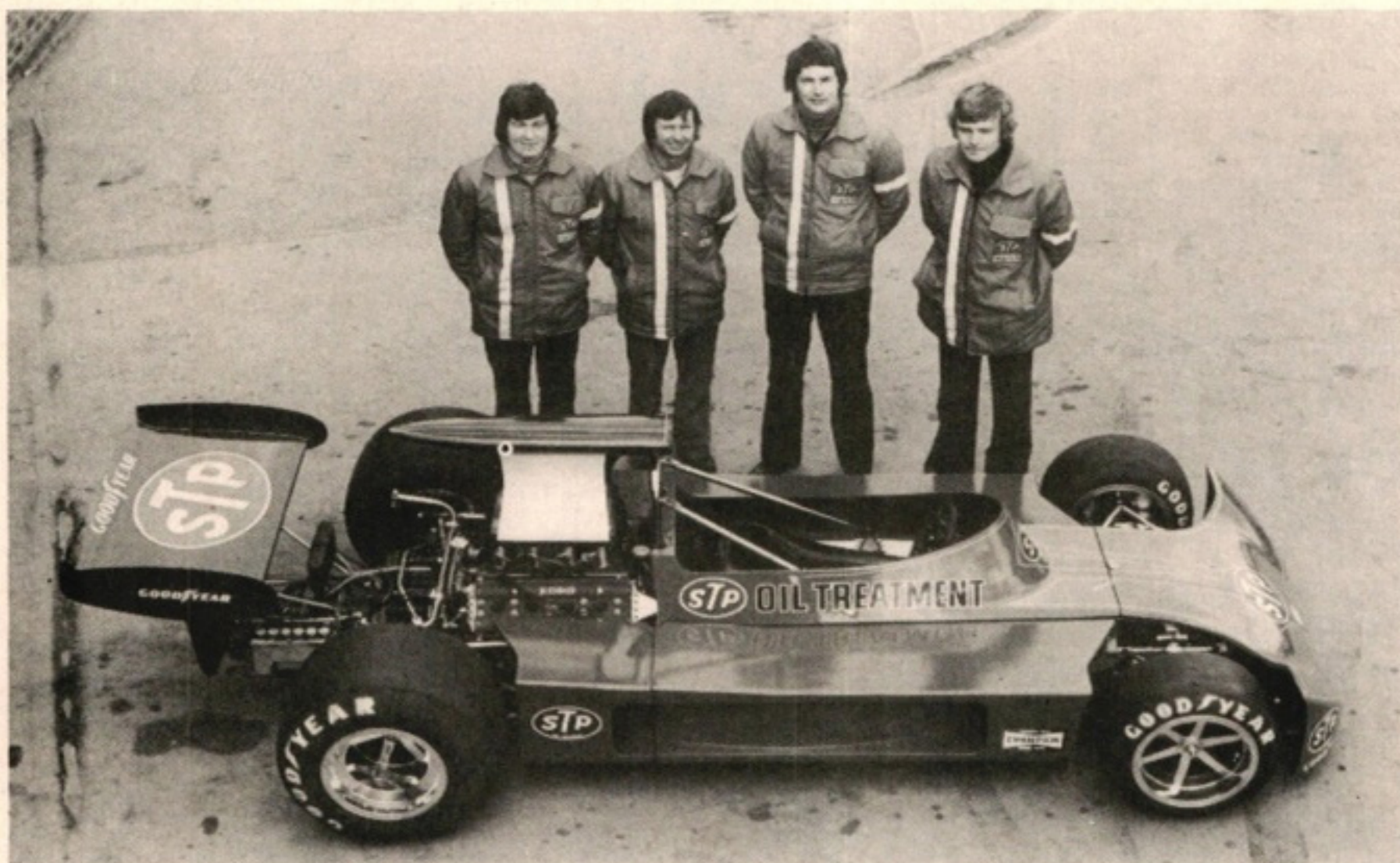
Once upon a time a F5000 driver was team manager, mechanic and tea-maker, enjoying himself immensely but with little serious thought of winning. Today, the F5000 driver swaps his worsted double breasted for his Nomex double layer and drives a car that has been lavishly prepared by paid mechanics. They propel their production chassis—which is an aspect not to be overlooked—at speeds approaching the F1 cars, which are hand built, require constant attention, undergo comprehensive testing programmes, and are driven by what are generally regarded as the world's finest racing drivers. It speaks volumes for the formula, and one begins to understand why Hobbs and many other drivers are of the opinion that this is the beginning of the end for the current Formula 1.

our cover picture

Jackie Stewart returned to Silverstone last Sunday to take a brilliant win with the latest model from Ken Tyrrell's team. But it was not an easy win—Peter Lyons' story starts on page 32.

Photo : Peter Burn

New STP-March F1



STP revealed on Tuesday the new F1 March, which will be driven at Barcelona by an as yet unnamed driver (James Hunt has turned down the offer) while Jean-Pierre Jarier defends his F2 points lead at the Nurburgring the same day. Built actually on the existing, but extensively modified, works ex-Lauda 721G chassis, the new design has entirely different narrow track suspension at both ends which Jarier enthusiastically says makes it handle just like his 732 on tight corners. He has already done a 1 m 10 s lap at Goodwood with the brakes acting up; sort that out, he says, and he'll get down into the sevens. The aerodynamics have been developed around the new bulging fuel tanks with their obligatory covering of deformable foam. The car shown was something of a mock-up and by Spain there may be a different nose piece, another rear aerofoil, and an engine fairing. At present the single water radiator is in the F2 nose piece, while the twin oil coolers will be relocated into the ducts on either side of the engine. Meanwhile Robin Herd is drawing up an entirely new machine for introduction late in the year, and an anticipated full-scale effort in F1 for 1974.

Wheatcroft's F3 award

Tom Wheatcroft will be making a special award to the F3 driver winning the most races this year. The award will be on behalf of the Donington Collection and will be a portrait of the driver who achieves most successes.

The races which will count for the award will be all the British F3 championship events plus any of the John Player rounds which are held abroad.

The reason for making the award is that Wheatcroft, probably the most successful private entrant ever in F3 with Roger Williamson's March 713 and GRD 372, wants to put something back into the formula which he says gave him his most enjoyable years in motor racing.

Brett Lunger to drive Taylor's Trojan

Sid Taylor's Formula 5000 Trojan will be driven by American Brett Lunger in some Rothmans European Formula 5000 Championship events this year.

While one of Sid Taylor's Trojans is being transported to America for Jody Scheckter to drive in the L&M Championship series, the other car will be driven in British races by Brett Lunger, when Lunger is not committed to Carl Hogan's Hagger Slacks Lolas in the L&M series.

Lunger's first race in the Trojan will be at Snetterton on Good Friday followed by Brands on Easter Monday.

Silverstone Interserie

Announced last week at Silverstone was the entry from Rinzler Motoracing Inc of a 1973 turbocharged Porsche 917/10K for Charlie Kemp in the Martini International Super Sports on May 20. Kemp partners George Follmer in the Rinzler Porsche team in CanAm racing this year and is expected to drive at Silverstone since George Follmer will be committed to the Belgian Grand Prix with Shadow.

Three other turbocharged Porsches will be competing at Silverstone for Leo Kinnunen, Willi Kauhsen and Georg Loos. Helmut Kelleners has entered his McLaren M20. The race will be the third round in the 1973 Interserie Championship and will be run in two 35-lap parts, with supporting races for Yellow Pages Atlantic, Castrol production saloon, STP FF, and JCB Historic.

Pit and Paddock

New Iso-Marlboro

John Clark, chief designer of Frank Williams Racing Cars, has gone for simplicity with the new Iso-Marlboro IR 01. The car which was announced this week, has very clean lines, and features water radiators mounted just behind the front wheels.

Working on the popular lower polar moment of inertia theory prompted Clark to mount the radiators in that position. The fuel is carried in the centre, around the driver, and the oil tank is between the driver's seat and engine. Theoretically with diminishing fuel and lubrication loads the handling should remain unaltered.

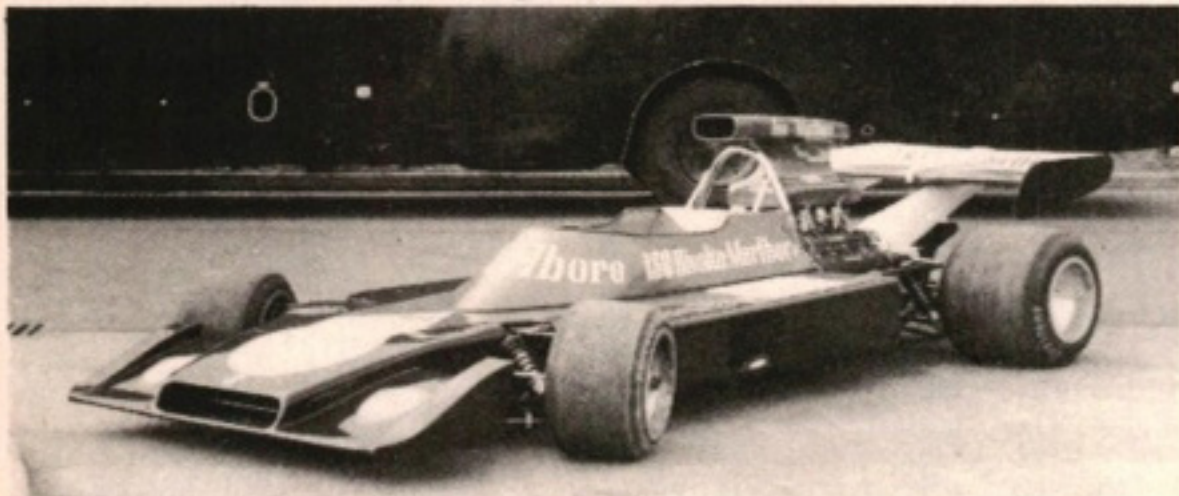
The first monocoque chassis was built by Lynchford Products, but subsequent chassis are being built at Williams' Reading factory. The tub is made from NS4 half-hardened sheet with 18 gauge inner skin and the regulation 16 gauge outer skin with polyurethane filling. Clark has used the deformable structure for maximum torsional rigidity.

The engine is bolted to the tub but the lower engine mounting points consist of a pair of

magnesium castings which feed the loads into the base of the seat tank. The front suspension is braced by a small sub-frame and the top wishbone pick-ups are cantilevered out from the base of the chassis structure to allow the free passage of cooling. Conventional unequal length wishbones and coil spring/damper units are used at the front. At the rear the suspension has a single top link, a pair of forward-facing radius rods with lower parallel link and outboard spring/damper units. There is no cross member; instead, the top links are made up from fabricated "spiders" which mount directly on to the engine and gearbox.

Steering is a Jack Knight rack and pinion unit mounted in front of the front wheels. Outboard front and inboard rear 10½ in Lockheed brakes are currently used, although provision has been made for inboard units after the Belgian GP. A Hewland FG400 gearbox, with last year's side plates, is used, and the wing mounting is a neat monocoque affair inspired by the Boeing aeroplane engine mountings.

The neat new John Clark-designed Iso-Marlboro.



● The name Rex Taylor on the side of Derek Lawrence's Dulon at Silverstone last weekend confused many people. Apparently the Formula Ford ace was doing the "stunt" driving on behalf of the fictitious Mr Taylor for a film being made by ATV.

● Despite the atrocious weather conditions, crowd figures for last weekend's International Trophy at Silverstone were very good. They were up on both Friday and Saturday, and Sunday's proceedings attracted 39,150 paying spectators.

These were the incredible scenes at Silverstone last Sunday at the end of the F1 race. On the left is the victorious Tyrrell going back to the paddock while on the right are the FFs waiting to go out for the next race.



Tony Trimmer's F5000 entrant

The McLaren M18 F5000 which Tony Trimmer will drive in some of the Rothmans F5000 races this year will be entered by the Portobello Inn racing with Sheridan Thynne. Trimmer is currently building the car and it will probably make its debut at Brands Hatch on Easter Monday.

The car has been bought to give Trimmer a limited number of races in a powerful car with the hope of attracting a major sponsor.

Thompson at Monaco?

Formula 5000 in the Monaco Grand Prix? Alan Brodie's Servis Appliances Racing Team requested the Monaco organisers for an entry in the Grand Prix, with Steve Thompson driving their Chevron B24. Alan Brodie had confirmation that the entry had been accepted by the organisers last week, so long as Thompson could qualify in practice for the race.

No F1 Surtees for de Adamich

It seems that Team Surtees and Ceramica Pagnossin will not be racing together in Formula 1 any more this year. A Surtees TS14 was being prepared at the Edenbridge factory for the first of the European Formula 1 Championship rounds, at Barcelona on April 29, for Andrea de Adamich, but "due to a failure by Ceramica Pagnossin to meet their contractual arrangements" the car will not be delivered.

● Following the very successful Sparks organised Champion of Champions Consul race at Brands Hatch at the Race of Champions meeting (won by Chay Blyth), MCD will be staging an identical Champion of Champions race at Oulton Park on Sept 22.

New Alfa Romeo quick in testing

The new 12-cylinder Alfa Romeo sports car has been lapping the Paul Ricard circuit very quickly in preparation for their first World Sports Car Championship race at Monza on April 25. Rolf Stommelen was fastest of the drivers and is rumoured to have lapped 2 s faster than the best Matra time.

However Alfa Romeo are treating this season as a development programme for a massive assault on the championship in 1974, which may well be the last year of the 3-litre sports car formula.

Hill's Datsun

Graham Hill will be competing in the Avon Tour of Britain in a Datsun Bluebird 180B SSS. This will be his first rally since 1966 when he did the RAC Rally in a Mini.

The entry came about when Graham met his former mechanic, David Jolliffe, in the Steering Wheel Club; Jolliffe is now the managing director of Datsun (Baker Street) Ltd, having been Hill's mechanic at BRM in 1962 when he won the first of his two World Championships.

The 180B will be competing in the £1050-£1500 class and it is anticipated that Datsun (Baker Street) Ltd will enter a team of three cars with other star names from the racing world in the crews.

Castle Combe changes

Safety precautions at Castle Combe this year include the removal of the huge protective bank at Quarry corner and has been replaced by double armco. The surplus soil has been used to build a bank in the spectator enclosure for better viewing and a fenced-off walkway between Quarry and the paddock means that the spectators at the first corner are no longer isolated from the start.



Pit and Paddock

Al Unser's Phoenix win

After a couple of rain-aborted efforts at Phoenix, the USAC championship trial finally got off the ground last weekend in Texas. Al Unser took his Viceroy-backed Parnelli to a three car length win from the Sunoco McLaren M16B of Gary Bettenhausen, while Mike Mosley (J.C. Agajanian Eagle) and Johnny Rutherford (Gulf McLaren M16C) finished a few seconds farther back in third and fourth places. It was one of those



Al Unser—three length win.

USAC races where a yellow flag injected unexpected excitement by bringing the four leaders into nose to tail formation and unleashing them for a final two lap sprint to the chequered flag.

Bobby Unser continued to display his remarkable dominance of championship trial practice sessions, when he qualified his updated example of last year's Olsonite Eagle on pole for the ninth time in the last ten races. He toured the two miles worth of Texas World Speedway soupbowl at a staggering 212.766 mph! With the turns of this oval banked at a 22° angle and the two straights also inclined a few degrees, the USAC front runners are able to lap the circuit without the slightest lift of the throttle.

Gary Bettenhausen lined up his Penske Sunoco McLaren next to Unser, with the Viceroy Parnelli duo of Mario Andretti and Al Unser filling the second row. Gordon Johncock (Patrick Petroleum Eagle) and Johnny Rutherford (Gulf McLaren M16C) sat beside each other on the third row, with USAC Champion Joe Leonard's Parnelli partnering AJ Foyt on row four.

Various dramas delayed the start of this 200 mile dash. First Bobby Unser suffered ignition problems and then, just as the field was ready to accelerate away a wheel flew off Johncock's Eagle.

After a few frantic seconds in the pits, Johncock returned to the track in time for the start, dashed underneath Andretti at the first turn and emerged close behind Bobby Unser's leading Eagle. Rutherford too had shouldered by the Parnellis and held a tenuous third from Andretti. But Mario got by the McLaren on the second lap, latching on to the tow of Unser and Johncock as they began to pull away from the rest.

Johncock didn't appear to be at all bothered by the hasty replacement of his front wheel, and he was pressing Bobby from all sides, while poor Andretti was black-flagged out of the race on the fifth lap after his Offy had puffed out oil smoke throughout the third and fourth tours. This was an unfortunate retirement, for the new, squatter and squarer Maurice Phillippe design had been working very well and Andretti had looked very comfortable in the wake of Unser and Johncock.

By the tenth lap Unser seemed to have asserted his control over the field and had pulled out a hundred yards or so from Johncock. Two laps later, this cushion leapt to almost nine seconds as Johncock's engine stuttered and forced him into the pits. It was Gary Bettenhausen who now became the challenger, recovering well from an indifferent start, passing Rutherford on lap 15 and taking advantage of the heavy traffic (only a handful of the USAC circus have the ability and equipment to achieve these mind-bending 200 mph lap speeds) to close to within four seconds of the leader.

The 31st lap saw Bettenhausen sweep through into first place, ill-fortune having once again caused Bobby Unser's retirement from the lead of a USAC race. This time it was a broken piston in the highly stressed turbo Offy that put the Eagle team leader out.

So Bettenhausen was now over ten seconds to the good and a few laps later made the first of his scheduled fuel stops. The

left front tyre was noticed to be wearing badly, so the car was quickly jacked up only to fall off the jack and create a mild flap for the usually efficient Penske crew. Bettenhausen had lost over a lap before he got going again and Johnny Rutherford now, in his turn, inherited the lead.

A couple of yellow flags followed in quick succession, allowing Mike Mosley (73 Eagle), Al Unser and Billy Vukovich (73 Eagle) to close right up on Rutherford. When the cars were unleashed with a green flag on the seventieth lap, Al Unser drove under Vukovich and off into a handy lead of 150 yards. A few laps later, Vukovich was spinning into the wall and retirement, a rear tyre having blown without any warning whatsoever.

It took a good while to clean up after Vukovich's demise and when the green came out again there were just 13 of the 100 laps remaining. Al Unser once again anticipated the restart and immediately opened a two and a half second margin to Mosley who was now being chased by Bettenhausen. The Sunoco McLaren had been simply flying since the botched tyre change and Bettenhausen had managed to unlap himself just prior to Vukovich's shunt, so that he was able to close up to within striking distance of the leader while the yellow flag was out. Now, as the race edged into its final ten laps, both Mosley and Bettenhausen were catching Unser who had been struggling with a fluffy engine since the start.

On the 93rd lap the yellow came out again. A. J. Foyt, who had been running a lap behind in fifth place, had clipped the wall and crawled to the pits to retire. It took five laps for the USAC officials to satisfy themselves that the track was free of debris, so that the first four cars of Unser, Mosley, Bettenhausen and Rutherford were nose to tail with just two laps (approximately 36 seconds apiece) to go.

Yet again, Al Unser took full advantage of the turbo lag and his four speed Hewland to pull right away, even before the others could respond. Halfway through the penultimate lap Bettenhausen charged past Mosley, his sights set firmly on Unser. It seemed an impossible task for the McLaren man to catch the Parnelli, and indeed, it was. In spite of his unhealthy engine, Unser hung on to win by a few car lengths. For Bettenhausen, it was a case of needing just one more lap.

CSI Kyalami shunt report

The CSI issued a press release last week concerning the Hailwood/Regazzoni accident at Kyalami in which the blame for the accident was put on Regazzoni. The facts which they reaped from four films, despite the absence of certain information requested from the press, stated that Hailwood was caused to spin by Charlton and was stationary in the middle of the track. Six or seven cars passed without incident before Ickx approached followed closely by Regazzoni. Ickx slowed, whether because of yellow flags or because he could see the car is not stated, and Regazzoni, who presumably couldn't see either, swung out to overtake the Ferrari, striking the Surtees.

The CSI found that the availability of extinguishers was good, but that those in Regazzoni's car were not used, nor did they work. The CSI praised both the marshals and Hailwood, stating that the people seen in shorts were spectators who had jumped the fence. In conclusion, the CSI felt that the marshals had done their jobs, but regretted that they had not been a little more rapid in the first instance.

New FF sponsor

At a small reception at Oulton Park last Saturday Wella (Gt Britain) Ltd announced that they would be sponsoring the BARC's Formula Ford championship for the remainder of the season, the first round having already taken place at Croft on 25th March. The series will be run under the Wella for Men title although we are told that Wella International are the world's largest hair cosmetic house for men and women.

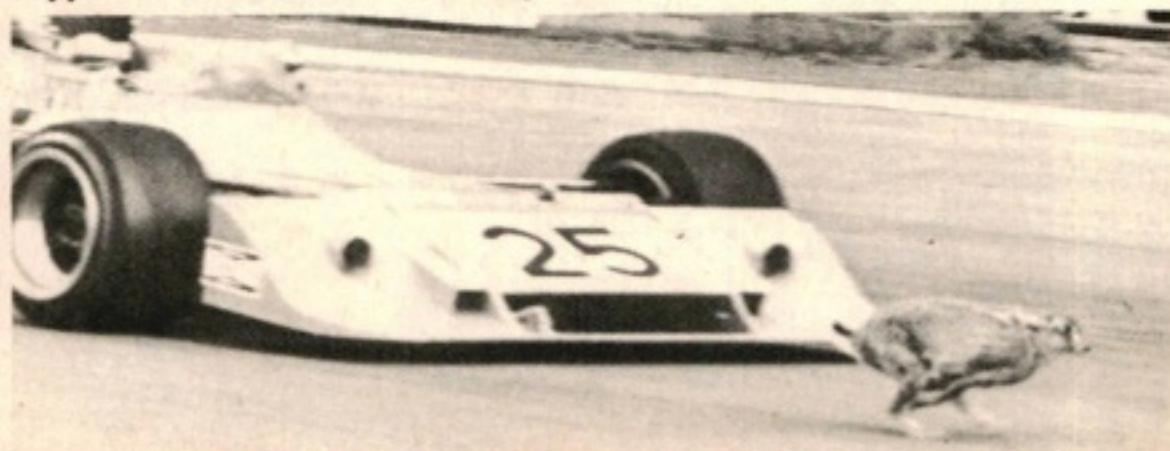
J-PB's successes

Jean-Pierre Beltoise's pole position at Hockenheim last weekend was the fourth consecutive weekend that he had been fastest in practice and three of the four were in different categories. He started the sequence with the F2 March-BMW at Mallory Park, then the F1 BRM at Brands Hatch, the G5 Matra Simca at Vallelunga and then with the F2 car again at Hockenheim.

Incidentally J-PB's BMW engine failure at Hockenheim was not due to a rod failure. The engine swallowed a stone which broke a piston.

● At Syon Park, Brentford, Middlesex, the History on Wheels Motor Vehicle Museum will be officially opened on Monday, April 16, at 12.30, by John Bolster, Technical Editor of AUTOSPORT. Subsequently, many of the exhibits from the Transport Museum at Clapham will be on view at Syon Park, apart from some locomotives and rolling stock which are going to York.

Freelance photographer Gerry Stream took these pictures of Keith Holland catching his Saturday night supper at Silverstone. Nice one, Keith!



Easter Monday 23RD Apr. 1973

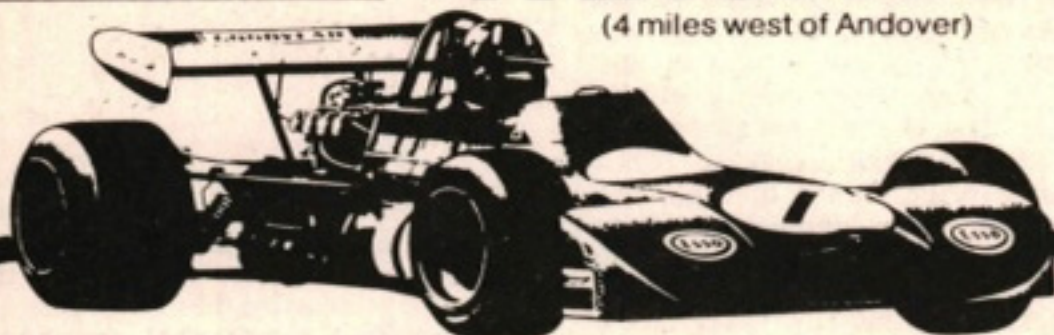
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**PAGE
TOURS**

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David Murray dies

It is sadly ironic that David Murray, founder of Ecurie Ecosse that successful sports car racing team of the 1950s, should pass away last week in a small hospital in Tenerife in the Canary Islands following a heart attack. It was sad because this once prosperous chartered accountant from Edinburgh, who entered racing late in life and retired following a practice crash in the 1950 German Grand Prix, had been in exile in Tenerife since 1968 following the liquidation of one of his groups of wine companies in Edinburgh.

David was a witty, urbane character so typical of the racing drivers of the immediate postwar period. He first raced a Q-type MG and then an ERA before buying a 4CLT Maserati for Grand Prix racing. It was in this car that he had a bad accident at Nurburgring and hung up his helmet. In fact, he did compete in one other race on the Isle of Man when he took over the driving of one of his Ecurie Ecosse Jaguars but he never raced again.

There is much talk today about sponsors and good public relations and David in a way was one of the early exponents of public relations in motor racing. He went to great pains to make sure that Esso, Girling and Dunlop got all the credit going and it is ironic that only two weeks ago Esso in Glasgow handed over one of David's engraved hub caps from the Le Mans winning D-type Jaguars to Scottish Motor Racing Club to present annually.

His accountant's mind saw to it that Ecurie Ecosse was financially viable from the beginning by ensuring that all three initial members of the team, Ian Stewart,

Bill Dobson and the late Jamie Scott Douglas bought their own cars, David providing the management and the back-up sponsorship. It was a successful team culminating in two Le Mans wins, in 1956 and 1957, the latter a 1-2. After this the team went into a slight decline and David once ruefully admitted that the Le Mans wins had gone to their heads. He persisted in using Jaguar equipment when better cars were available and the team never recovered from a series of expensive accidents with Listers and a Tojeiro-Jaguar.

The turning point came when they entered for Le Mans with a Sprite and the magic disappeared though the team soldiered on.

Murray spent so much time and enthusiasm on his motor racing that his businesses took a back seat and ultimately his main wine company went into liquidation. Shortly after this Murray disappeared to Tenerife.

Last week his car was involved in a road accident and he was taken to hospital. Alas he suffered a heart attack, and died shortly afterwards and was buried on the island.

Though Ecurie Ecosse, the team David founded, continued until two seasons ago somehow David's spark of wit and sheer enthusiasm was missing. There was no doubt he was a great team manager ranking with the finest we have ever produced.

David Murray had motor racing in his blood and once told me: "My biggest problem was that when I was young and had all my faculties about me I couldn't afford to race and when I could afford to go racing I found myself too old."

GRAHAM GAULD

● Two tyres have been added to the list of those approved in the RAC Tyre regulations. They are the Goodrich Lifesaver Radial and the Goodyear Polyglass.

● Next year's classes in the Group 2 British Touring Car Championship are expected to be up to 1300 cc, 1301 to 2000 cc, and over 2000 cc.

WEEKEND SPORT

The third round of the world sports car championship takes place this weekend at Dijon in France. This will be the first round of this championship at the circuit which was only opened last year. After their victory at Vallelunga Matra will start favourites for the race which, because it is on home territory they will obviously be very keen to win. There will be two of the extremely quick 670s for Jean-Pierre Beltoise, Henri Pescarolo, Francois Cevert and Gerard Larrousse. Ferrari will again be sending three cars in an effort to get back on top of the sports car scene; drivers will be as before, Jacky Ickx, Brian Redman, Tim Schenken, Carlos Reutemann, Arturo Merzario and Carlos Pace. Gulf-Mirage had an unhappy time at Vallelunga and Derek Bell, Mike Hailwood, Howden Ganley and Vern Schuppan will be hoping for better luck with the DFV powered cars. The coupe which went to the Le Mans test weekend will not be there and it is unlikely that it will be seen again. The other DFV powered car, the Gitanes Lola of Wisell/Lafosse will also be there. The field will be made up with 2-litre cars and GTs.

INGLISTON

SMRC's Burmah Trophy meeting at Ingliston starts off the Scottish season and there's a good Castrol Group 1 entry including Bell and Lanfranchi in 3-litre BMWs, Spice's Capri, Richard Lloyd's Camaro, Tim Stock's Firenza, Unett's Hunter, Ivan Dutton and Ian Ashley in Escort Sports, Jenny Birrell in a Simca and the usual Moskvich line-up. Other well-supported races cater for libre, FF, special saloons, mod sports and sports GT, and the first race starts at 2.10 pm.

AINTREE

Aintree CC's race meeting on their 1.64 mile club circuit takes place on Saturday, starting at

2 pm. There's a good entry for saloon, mod sports, GT, FF and libre races, including Brian Hough's TVR Tuscan, John Pearson's plastic XK120, Brian Murphy and Dave Moore in E-types, Jon Fletcher, John Evans and Irishman Michael Nugent in Elans, big saloons for Millington (Firenza), Sugden and Myerscough (Escorts), Chappel's Mini, Richard Hawkins' F Titan, Chris Meek's Motul, Kim Mather's March 722A, Jim Charnock's Brabham BT30 and Ian Stronach's Kincraft.

● A preview of the RAC Hillclimb Championship will be seen at this Sunday's *Daily Mirror* Hillclimb of Champions at Wiscombe, Devon, starting at 1 pm. Star entries include Sir Nick Williamson's March-Ford, Good's Lyncar-DFV, Griffiths' Brabham-DFV and Chris Cramer's March 723.

INTERNATIONAL DIARY

April 12/14
Isle of Elba Rally, Italy (European Rally Championship for Drivers, round 5).

April 15
Dijon 1000 kms, France (World Championship for Makes, round 3).
North Sea Trophy, Zandvoort, Holland (G2, G4, FSV).
Rebel 500, Darlington, USA (NASCAR).

April 19/22
Monza, Italy (F3).

April 19/22
East African Safari, Kenya (World Rally Championship, round 4).
Circuit of Ireland, Ireland (European Rally Championship for Drivers, round 6).

April 20
Snetterton, England (Rothmans Formula 5000 Championship, round 5).
Oulton Park, England (John Player Formula 3 Championship, round 2).

April 21/23
Easter Races, Zandvoort, Holland.

April 22
Salzburgring, Austria (European Championship for Touring Cars, round 2).
Singapore Grand Prix, Singapore.

April 23
Thruxton, England (European Championship for Formula 2 Drivers, round 3).
Brands Hatch, England (Rothmans Formula 5000 Championship, round 6).
Mallory Park, England (John Player Formula 3 Championship, round 3).
Zandvoort, Holland (European Formula Ford Championship, round 1).
Bathurst, Australia (G5, G2).

April 25
Monza 1000 kms, Italy (World Championship for Makes, round 4).

CATCHPOLE

By Barry Foley



Shell SPORT news 3



SHELLSPORT Gold Star Awards

The battle for the 1973 SHELLSPORT Gold Star Awards—introduced for the first time this year and open to all competitors running on Shell oils—is already well under way with SHELLSPORT BMW and works Moskvich driver Tony Lanfranchi setting a cracking pace.

The Gold Star Awards will be presented to the drivers scoring the highest number of class or outright wins during the season and Tony has leapt into the lead with a total of 6 wins from Nick Faure (Porsche Carrera) and Bernard Unett (Hillman Hunter) with 3 wins each followed by Mick Hill (Boss Capri), Eric Horsfield (Moskvich) and Patrick Neve (SHELLSPORT Formula Ford Merlyn) with 2 wins and a long line of drivers including Graham McRae (McRae Formula 5000) with a single victory apiece.

One of the men to watch this year must surely be 24-year old Patrick Neve, former pupil and now an instructor with the Jim Russell Racing School. Regarded by Jim as

one of the school's most promising drivers, Patrick is having his first full season driving the SHELLSPORT Formula Ford Merlyn Mk 24 and after winning his first two races at Snetterton last week he should be adding quite a number of Gold Stars to his credit between now and the end of the season.

SHELLSPORT CELEBRITY RACE

MRS instructor Tony Graham-Enoch, discarding his mortar-board for a crash-hat, proved that he practises what he preaches by winning the second SHELLSPORT Celebrity race by two seconds from Formula Ford-man Frank Hopper at Brands Hatch on 1st April. Held in the pouring rain and



quickly developing into a kind of skaters waltz with more cars off the track than on it—the appreciative crowd who stayed right to the end were certainly entertained by the antics of the 'Mexican Circus'.

DON'T MISS the SHELLSPORT Celebrity races over the Easter weekend—at Snetterton on Good Friday and Brands Hatch on Easter Monday. Both meetings will also feature the SHELLSPORT Luxembourg Formula 5000 team with SHELLSPORT Clubmans Championship rounds at Oulton Park on the Friday and Mallory Park on Monday.

Carrying the SHELLSPORT flag in Formula 3 this season is the two-car Reystan Racing team of Masami Kuwashima and Andy Sutcliffe. Chasing their first win of the season, which cannot be far away following Andy's second place at Thruxton recently, the team have created a great deal of attention with their immaculate transporter and cars—sprayed in the SHELLSPORT colours of yellow, red and black.



The 20/50 that's safer to race and rally with

Red Rose Racing scored a double victory at Paul Ricard on Sunday when their pair of 1900 Smith FVC-powered Chevron B23s took first and second place in the opening round of the European 2-litre championship. Driven by John Lepp and John Burton they were the victors of a race of attrition which saw only seven finishers out of 23 starters running at the end of the two 45-lap parts. The first part went to the Lola T290-Vega of Jean-Louis Lafosse after the similarly powered Lola T292 of Guy Edwards retired with a blown oil seal, but in the second part Lafosse was an early retirement with gearbox troubles. The BMW powered cars fared little better, the Schnitzer built engine in Gerard Larrousse's Lola T292 going well in third place before blowing up in a big way in the first part. The March-BMW of Toine Hezemans was in trouble with overheating problems, as was the similar car of Gabriele Serblin which limped home to take fourth place overall. The three GRDs and two latest Abarths stopped before 10 laps of the first heat.

Rain during the second part added to the drivers' problems and in particular helped rob Martin Raymond of a high placing when his car would not restart after a tyre change and an impressive first heat performance. Only 12,000 people turned out to watch the race, more having arrived, no doubt, had the new Renault Alpine run. After breaking an engine when the cam gear belt slipped in private testing it was decided not to run the car for there was only one other engine available.

ENTRY & PRACTICE

It seems that whatever time of the year a championship starts there will always be a last minute rush to be ready in time. This was very much true for the opening round of the European 2-litre sports car championship which saw 23 cars make the mad dash to the sunnier climes of Circuit Paul Ricard in southern France, most of them still in various states of completion.

For the "regulars" who have attended this race since the circuit's inaugural meeting in 1970, each year reveals more additions to France's "super circuit" which now boasts a boating lake for those who find the racing a drag. Of the strong good quality entry it was obviously the Lola T292 of Barclays International/Guy Edwards racing that was the most organised. The team arrived a day early and set the car in private practice, so that during the short couple of hours of official time practice all he had to do was set a good time and not sort the car as well like most of the drivers. He was the quickest from the outset and ended up with a pole winning time of 1 m 15.2 s which was 1.1 s under Merzario's pole winning time of last year. The official record stands at 1 m 17.8 s to Merzario.

Surprise was to see Edwards using the Cosworth Vega engine again this year after all his troubles last year. Encouraged by works assistance from Cosworth, and the promise that the engines would be more reliable now that a stiffer check and production control was being placed on the alloy blocks used, no doubt helped Edwards make this choice. He must have been having second thoughts after the first day's practice, however, for the motor had to be changed because of a cracked block. Only time will tell the wisdom of his decision.

Continuing the Cosworth Vega's mixed fortunes was Jean-Louis Lafosse who also benefited from some private testing and set a 1 m 16.5 s to share the front row of the two-two grid. This was a good effort, for he was using his old last year's Lola T290, while one definitely had the feeling that his Gallia cigarettes-sponsored 2-litre car was taking very much a second place to the more important 3-litre project. Lafosse had reported a misfire and a drop in revs after the final session which could not be cured, so with reluctance it was decided to fit the tired testing engine back in the car for the race.

After lots of rumours of testing dramas with the new Abarth tagged the PAI, the rumours were confirmed by looking at the

PAUL RICARD

Red Rose double

By JEFF HUTCHINSON

normally jovial Arturo Merzario's face during practice. The Osella team had brought along two completely new cars for Merzario and Jean-Claude Andruet for this race only after normal driver Nanni Galli had written off the original car and broken his leg during testing at Vallelunga. The completely new Osella designed semi-monocoque chassis was the root of the problem, although it would have been easier to list the things that were right than those that were wrong. The brakes were giving trouble until the pad material was changed, the water temperature was getting too high, fuel pump trouble kept the car in the pits for most of practice, while when Merzario did get the thing out on the track he said the handling was terrible. His feelings was best summed up by the state-

changed, although a new rear wing system is under development, a result of a lot of wind tunnel testing. It should be seen at the next race.

A fabulous effort was put up by Chris Craft driving the new Martin Birrane-sponsored Crowne Investments Lola T292 fitted with a Cosworth iron block BDG engine. The car was only bolted together on Thursday night and when the engine half fell out of the transporter coming down it did not arrive until late Saturday morning. It was the final practice session when it turned its first wheel, Craft taking things very easy to get the feel of it and then within a few quick laps set a 1 m 18.3 s. "The car feels great," was Craft's initial reaction. "All I have got to do now is get used to it," he said.



John Lepp wins for Red Rose Chevron at Paul Ricard.

ment, "Last year's car was a beautiful car." Say no more. A faint glimmer of hope came from the fact that after practice the team found the springs were not what they should have been and a dash back to Turin for a new set for the race would hopefully improve things.

A completely new engine, block, head, pistons, etc, designed by Abarth's Ing Jacoponi was supposed to be giving another 20 bhp on last year's, yet they claimed only 280 bhp from it, while there was no way last year's motor only gave 260 bhp! The chassis also weighed 10 kilos more than last year with a weight of 565 kilos, all this being due to a change to the heavier FG400 gearbox, most of the cars using this box now.

Merzario's effort in setting his third fastest time of 1 m 17.2 s could be measured in the great long rubber marks after he spun the car at the very fast right hander at the end of the main straight. That's the way the car was.

Next quickest was the March-BMW of Toine Hezemans, a semi-works car with the motor from BMW and the chassis from March, sponsored by Autovox radios. With designer Harvey Postlethwaite on hand to help sort the new car Hezemans soon got down to some quick times ending up with 1 m 17.6 s and a second row spot. The car looked much the same as the South African-raced prototype and beside detail changes had not really been

It was an opposite story for John Miles in the works-backed GRD/Dart GRD S73, also powered by a Vega engine on a similar deal to Edwards. Miles put in around 90 laps with the car before the race but was still far from happy before a broken distributor wire finally called a halt. A long rear wing extension and big side fins were screwed on in an attempt to make the car handle better and cut out the permanent understeer. Miles' main disadvantage however was that the top speed was also very bad, the car 500 rpm down on the other Vega cars using the same top gear. Like Abarth it looks as though GRD are going to have a major task in getting their chassis up to the performance of the Chevron and Lola this year.

The best Chevron performance in practice was that of Martin Raymond with his new Chevron B23. Proving himself to be one of the most promising private runners this year, Raymond set a 1 m 18.6 s with his 1900 FVC-powered car although he was making ample use of the kerbs on several occasions. The "works" Chevrons were having a hard time in their opening race, for the two unsorted new Red Rose Racing cars for the team's new drivers John Lepp and John Burton both ran into trouble before their drivers could manage a decent time. Burton had a suspected head or piston failure with his demon 1930 Smith FVC and the rest of practice was spent changing back to the 1900

version while Lepp's car had a gearbox pinion failure. Both drivers found themselves stuck back in the middle of the grid.

Gerard Larrousse completed the fourth row of the grid next to Raymond with a best of 1 m 19.0 s. His Schnitzer-BMW motor seemed to be working well but the Frenchman was complaining of understeering problems and a stiff throttle pedal. Most of the drivers were suffering some understeer problems, however, for other than a few that brought tyres with them, the latest 9 in wide Firestone fronts were late arriving and people did not run them until race day, a special short sorting session being laid on to scrub them before the start.

Heading the fifth row was Swede Rolf Skoghag with his PR For Men backed Lola-FVC T212 after setting a very creditable 1 m 19.3 s. This was matched by Javier Juncadella driving his brother Jose's ex-Red Rose/Tergal Chevron B21 powered by an 1900 Alan Smith FVC. Next came Andruet who recorded 1 m 19.9 s for his first 2-litre drive while Lepp's time of 1 m 20.1 s in his unsorted car was good considering his gearbox troubles. Hine set 1 m 20.3 s in the ex-John Bridges Chevron B19 which had the disadvantage of Vallenga gearing, while Burton managed 1 m 20.5 s before his engine dramas.

Italian Gabriel Serblin set 1 m 20.5 s in his Ceramica Pagnossin-sponsored March-BMW 73S, while the next best time, by Jacques Henry's Lola FVC T290, was considerably slower with a best of 1 m 22.2 s.

Edwards Lola-Vega T292 1:15.2	Merzario Abarth PA1 1:17.2	Lafosse Lola-Vega T290 1:16.5	Hezemans March-BMW 73S 1:17.6
Craft Lola-BDG T292 1:18.3	Raymond Chevron-FVC B23 1:18.6	Miles GRD-Vega S73 1:18.4	Larrousse Lola-BMW T292 1:19.0
Skoghag Lola-FVC T212 1:19.3	Andruet Abarth PA1 1:19.9	Juncadella Chevron-FVC B21 1:19.3	Lepp Chevron-FVC B23 1:20.1
Hine Chevron-FVC B19 1:20.3	Serblin March-BMW 73S 1:20.5	Burton Chevron-FVC B23 1:20.5	Henry Lola-FVC T290 1:22.2
Dubos Chevron-FVC B21 1:22.3	Helier GRD-FVC S73 1:24.0	Obermoser GRD-FVC S73 1:22.5	Marcotulli Chevron-FVC B23 1:24.1
Stalder Lola-FVC T290 1:24.4	Bayard Lola-FVC T292 not timed	Grainal Lola-FVC T290 not timed	

RACE

There was a minor panic before the start of the race when Lafosse's loss of revs was suddenly put down to the fact that the new Firestone tyres he was trying were 1 in larger diameter than before and all the suspension settings had to be hurriedly readjusted. The car made the grid in time, however, and the 22 eventual starters took the national flag soon after the scheduled 1 pm start.

Merzario anticipated the flag perfectly and before the leading cars were properly away the red Abarth was darting on the inside beside Edwards and Lafosse going into the first turn, Edwards just keeping his nose in front and forcing Merzario to lock up and tuck in behind with Lafosse squeezed back into third spot followed by the rest of the field.

Merzario was playing it hard from the word go, but when it came to the last turn just before the end of lap one Lafosse showed himself to be just as determined. The little Italian took a dose of his own medicine as the two cars touched and the Abarth spun to a halt. Merzario, even more excited than usual, had to wait until almost the end of the line to rejoin the queue fast disappearing into the distance. Merzario drove like his old self and within nine laps had pulled back up to sixth place again, but on the 10th lap his race was run—partly out of his own choice. He had really lost his temper, revved

the engine consistently to 11,000 rpm and damaged ducting after his coming together had combined in raising the water temperature. By the end of this stint the motor was screwed into the ground and the Italian showed his displeasure of his mount by getting out and kicking it. There was little point in the team continuing, especially as Andruet had stopped with overheating troubles the lap before, so the cars were loaded up and off to Italy almost before the heat had finished.

Already the mortality rate was high. All the GRDs were out of the running, Miles on the second lap when he called at the pits to have the distributor changed after a rotor arm had broken on the warming up lap and then the first lap of the race, while Obermoser and then Heiler both retired their cars with overheating trouble before lap 7. The race for the lead was firmly controlled by Edwards who had Lafosse in close company but not really challenging, while, behind, Larrousse was trying all he could to get by the very wide March-BMW of Hezemans in third spot. Larrousse found a way by on lap 7 and immediately pulled clear to hold a safe third.

Hezemans' fourth place was in no danger, for after Miles had dropped from fifth his nearest rival was Lepp who was a few seconds in arrears and showed no signs of getting closer. Serblin, Craft, Burton and Raymond were having a close battle behind Lepp, Burton getting to the front of this group for a lap only to be forced into the pits on lap 8 to check overheating which was thought to be caused by an air lock after the engine change.

Merzario also moved through this bunch before his retirement, but as the race settled down it was Craft's Lola that went ahead, Craft getting more used to the car and feeling more confident as the race progressed. Unfortunately he was also another casualty shortly after half distance while lying sixth. The front gearbox oil seal went and the differential overheated and severely damaged itself. Craft's retirement followed a lap after Larrousse's exit stage left in a great cloud of smoke and flying metal as his Schnitzer engine went the same way as the works BMW engines at Mallory Park. Probably for the same reason as Schnitzer gets his parts via the works. Before the blow up Larrousse had been very pleased with the car and the engine.

As if the retirements of the third and sixth placed men were not enough, things got even more serious when Edwards also dropped out in a spectacular fashion. The oil filter oil seal ring blew out and the resultant mass exit of all the engine oil over the hot exhaust system caused a great cloud of smoke and a minor fire. Edwards pulled up and jumped out letting Lafosse through into the lead just before half distance. Hezemans was now a very distant second while Serblin took third place after Lepp had spun on all the oil dropped by Edwards' car.

It seemed by this time as though little else could possibly happen, but within a few laps Hezemans was in the pits to have an almost boiled-dry engine watered after the header tank top had fractured on his March. Lepp, who took second place from Serblin, was also in trouble on lap 30 when he pitted to have a loose plug lead replaced, Serblin holding on to his second place until the end despite his own overheating troubles and misfire towards the end. Lafosse drove a sensible race to finish 1 m 18 s ahead of Serblin. The Italian was lucky not to lose his place to Raymond's Chevron, for he spun shortly before the end and let Raymond close right up to within 3.3 s at the finish. These three drivers were the only ones to complete the full distance.

Lepp and Burton both managed to get by Bayard after their stops, Lepp taking fourth spot one lap down while Burton was passed shortly before the flag and finished two laps in arrears with Bayard, Hezemans and Henry also two laps in arrears in the next three places. Hine's plans of stroking the car around and being placed well up at the end were spoiled when he also joined the casualty list soon after the half way stage when his trans-

mission suffered a similar fate to Craft's. It was a pretty disastrous first part, with only 13 cars lining up for the second part.

Any thoughts of an improvement, however, were soon shattered at the start when Lafosse stalled his car on the line and blocked the departure of Burton for half a lap. Lafosse sat for two laps before finally restarting the engine and getting away only to drop out within a few laps with no gears. Miles had lasted just a lap before pulling to a halt after hearing funny noises from the engine, the risk of a blow up hardly worth while when he could not be classified anyway.

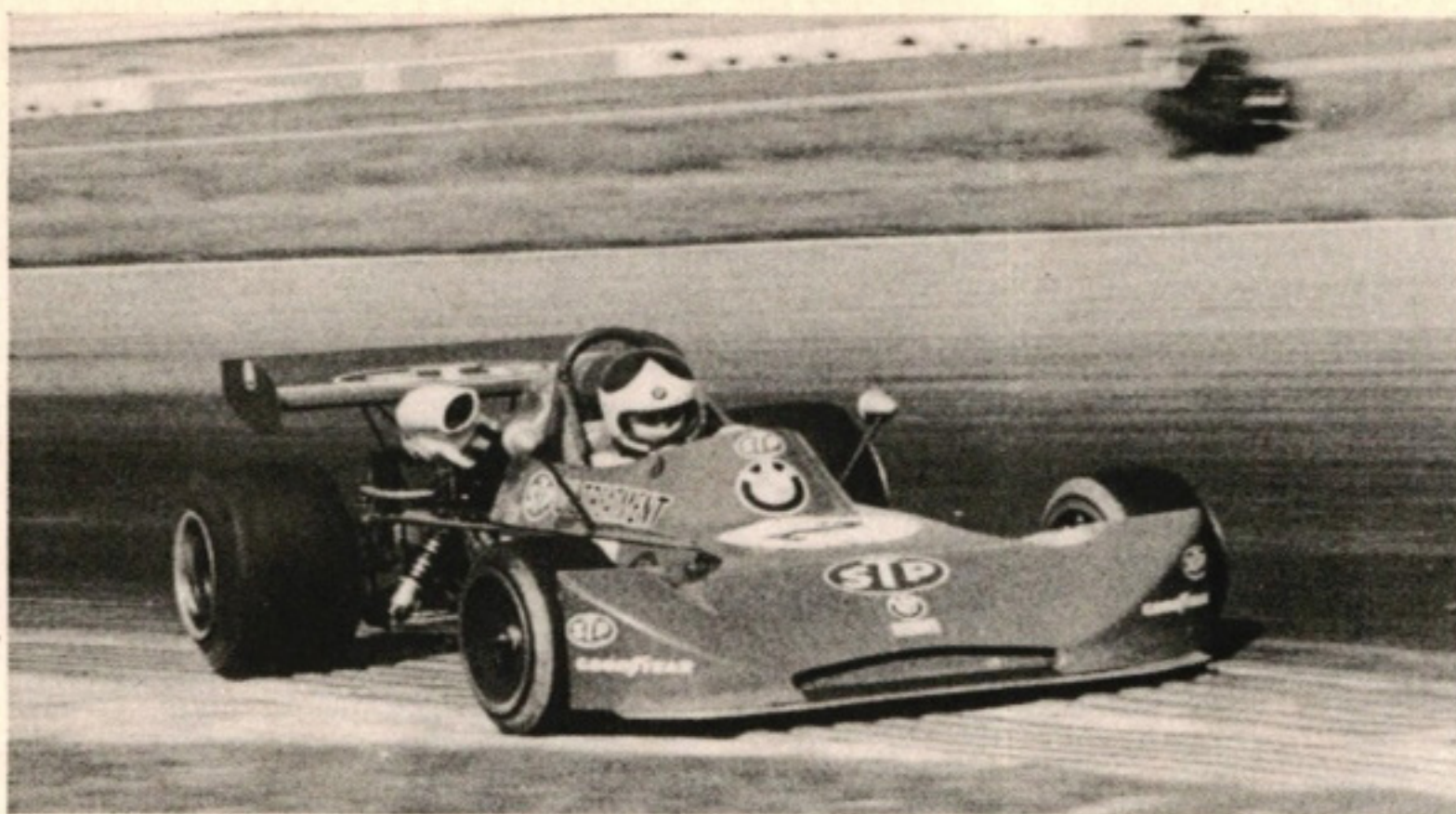
Edwards was also out after a couple of laps, his loss of oil having done more damage than was thought. The oil pressure started to drop and he switched off and called it a day. Fastest lap and record of 1 m 16.3 s to his credit after a well organised but unlucky weekend was his only consolation. Luck seemed not to be on anybody's side this weekend, for with a handful of cars left running nature decided to see what could be done about these and arranged a rain shower that turned into a heavy drizzle.

This got rid of Raymond who was black flagged for a push start after switching to wet tyres and also Javier Juncadella for the same reason, Bayard's opening lap dice for second spot with Serblin ended with ignition problems. And then there were seven. Lepp and Burton pitted for wets while Henry and Skoghag stayed on dry tyres, Skoghag led for a while after staying out on dry tyres, but then the wet got to his engine and he limped around for the last 10 laps at a snail's pace to take seventh place. Henry led for a while, also on slicks, but the wet-shod Lepp was able to haul him in and take the lead once more for the remainder of the race. Burton also caught up with ease and went ahead with just a couple of laps to go only almost to throw second place away again when he thought the race had finished a lap before it had. This was not surprising as the multi-coloured "information board" above the start/finish line was showing the wrong number of laps. Fortunately Burton saw the chequered flag just in time, headed away from the pits again and took second place just clear of Henry.

Serblin finished fourth two laps down, his BMW engine somehow staying together despite being only air cooled for most of the race thanks to a leaking head gasket. It sounded very rough but held together to the end to earn him fourth overall as well. Fifth overall went to the slowly driven, but relatively trouble free Chevron B23 of Venezuelan driver Mauricio Marcotulli eight laps in total behind Lepp on the aggregate placings. With regulations stating that cars had to complete 90 per cent of the winner's distance this meant that Marcotulli should have been fifth overall and the last to be classified, but the final result sheet included everybody with no mention of non-classified drivers.

Although hardly a convincing win for Chevron it was nevertheless a deserving one. It was undoubtedly Lola that stole the show among the chassis. Abarth and GRD have big programmes ahead if they are going to match the Lola-Chevron combination, while March look as though with more sorting they will equal the best. On the engine front there seems to be little to choose, the Vega seemingly slightly better than the rest. But it seems as though too much emphasis on power and subsequent unreliability will put the more reliable, less powerful engines on a similar footing for the first few races at least. Points after the opening round now stand at Chevron, 20; Lola 12; March 10.

Trophee Paul Ricard
Circuit Paul Ricard, April 8
European 2-litre Manufacturer's Championship, round 1.
90 laps
1. John Lepp (1.9 Chevron-Smith FVC B23), 89 laps;
2. John Burton (1.9 Chevron-Smith FVC B23), 88;
3. Jacques Henry (1.8 Lola-FVC T290), 88;
4. Gabriel Serblin (2.0 March-BMW 73S), 88;
5. Mauricio Marcotulli (1.9 Chevron-Smith FVC B23), 81;
6. Fred Stalder (1.8 Lola-FVC T290), 78;
7. Rolf Skoghag (1.8 Lola-FVC T212), 78; 8. Martin Raymond (1.9 Chevron-Smith FVC B23), 63; 9. Hervé Bayard (1.8 Lola-FVC T292), 54; 10. Jean-Louis Lafosse (2.0 Lola-Cosworth EA T290), 49.
Fastest lap: Guy Edwards (2.0 Lola-Cosworth EA T292), 1 m 16.3 s, 153.99 kph (record).



Jarier trying hard on his way to victory with the March-BMW.

HOCKENHEIM

Another great victory for Jean-Pierre Jarier

By IAN PHILLIPS Pictures by PAUL THOMPSON

Jean-Pierre Jarier won the first basic F2 championship round at Hockenheim—easily. How boring you might say, he did the same at Mallory Park. Agreed it looks that way but it is not. The combination of Jarier, March and BMW walking away with a race is currently one of the sights in motor racing. The Frenchman's display at Hockenheim was as masterly and as thrilling to watch as at Mallory Park. The car was not the quickest thing at Hockenheim but Jarier does not know the word defeat, he just went from the word go. His team mate Jean-Pierre Beltoise could not stay with him despite having pole position and the engine broke when he was in second. Patrick Depailler in the new Elf put in a strong challenge in the second heat but never looked like getting in front, nevertheless he took a good second overall. Jochen Mass (Matchbox-Surtees) tried hard to keep up but couldn't hold Jarier before he first had a puncture and then lost all the oil. Derek Bell in the other Matchbox car drove steadily and took third. The third works March-BMW of Hans Stuck took fourth in the first heat but was disqualified altogether, while holding the same position in heat two, for a push start.

The BMW/Ford battle is a big one, it is not a formality; the Goodyear/Firestone battle is a big one and there's not much to choose between the Ford powered chassis either and there are many drivers showing good form. It all adds up to the most exciting and interesting year in F2 for a long time.

ENTRY

The Jim Clark Trophy race was the first basic F2 championship round of the year and the entry contained representatives from all the major manufacturers who will be contesting the championship this year, many of them turning a wheel for the first time.

The STP-March racing team had three works 732-BMWs at the top of the list. Mallory winner Jean-Pierre Jarier had his usual car while Jean-Pierre Beltoise had a brand new car. Hans Stuck jnr joined the team for the first time and had Beltoise's Mallory car to use. The young German saloon car ace had done a few brief laps in the car in France but this was his first real go and of course only his second ever single seater ride. His legendary father was also seen in the paddock keeping an eye on his progress.

After the Mallory walkover for the March-BMWs interest centred around the engines as many people thought that they would not be dominant on the very fast Hockenheim track. Its advantages are really the tremendous torque rather than top end power which is ideal for Mallory. However even the short straight at Mallory confirmed that there was no advantage at the top end. Jarier said that he was unable to stay with David Morgan's Wood BDA powered Chevron at Mallory on the straight and Morgan in turn said he could not stay with Mike Hailwood's Hart powered Surtees. All this gave the Ford users a great

deal of hope for being on equal terms. It was thought that maybe BMW would produce some different cams for this event but the rod failures at Mallory delayed the programme and all the engines stayed the same. This engine war is becoming fascinating and the formula itself is now a continuation of the Ford/BMW saloon battle and both Jochen Neerpasch and Michael Kranefuss were watching over their interests.

There were a number of privateers present with identical March-BMWs. Colin Vandervell's was the only one which had been seen before looked after by Brian Lewis Racing. The same transporter contained Mike Beuttler's Clark-Mordaunt-Guthrie model. Mike had never seen the car before and was hoping for better luck than he has had in the past couple of years.

The Brambilla brothers had their two new cars, sponsored by Beta tools, and they also had the March 712M-Nova BDA which Vittorio drove at Mallory as a spare.

Reigning Formula Atlantic champion Bill Gubelmann was also out in his smart blue car for the first time while Jacques Coulon had the Filipinetti car which did not manage a lap at Mallory. Engine delays meant that he had not had a chance to take it out since then so this was his first outing in the car.

The only other Bicester-built car was one of last year's 722s owned by Freddy Link but hired out for the occasion to Swiss man Paul Keller. It featured the only Race Engine

Services BDA in the paddock.

Germany's number one driver Jochen Mass, now a proud owner of a 1965 Austin Princess limousine, was leading the Matchbox Surtees team of immaculate TS15s using Brian Hart BDAs. Joining the team for the first time was Derek Bell. Other than the Nürburgring last year Bell was having his first serious F2 outing for 18 months and was delighted with the set up. He had done only six laps of Goodwood with the car prior to the meeting but was very much looking forward to the race. Derek hopes to take in more F2 races this year but he of course is a member of the Gulf sports car team as is Mike Hailwood, for whom he was deputising (he was on F1 duty this time) and so the possibility of clashing events later in the year will affect both of them in the same way.

Leading Surtees privateer was the ever colourful Hesketh team's TS15 for James Hunt. A great deal of hard work by the mechanics and the factory had a new car built up in time for Hunt following his very nasty Goodwood shunt. In fact it was really only a new monocoque and front frame with the old suspension hung on. The car was little late in arriving as there had been trouble with the clutch but otherwise all was okay. As a tribute to their engine man an inscription on the side of the airbox read "Internal combustion engine from the House of Hart. Nice one Brian!" Being away from home did not prevent the team from dominating the scene. Three chauffeur driven Mercedes (linked by radio) ferried the large number of team personnel around, all equipped in Hesketh jackets and looking like a miniature army.

Dave McConnell, who made such a good impression at Mallory, had his DWM Racing TS15-Hart while Silvio Moser had the ex-Hailwood TS10 Hart and Romano Shamery (otherwise known as Shangry' La) the ex De Adamich TS10.

The team which had put in the most work since Mallory Park was undoubtedly GRD. Mike Warner had really worked his men hard not only to get the cars right but also getting the whole show turned on to the tough world of F2. Consequently there were plenty of cars, engines and spares and one got the impression the team knew what it was all about this time. Roger Williamson's Wheatcroft 273 was being looked after by the works and headed the line-up. Hundreds of testing miles had been put on the spare car in the last month and everyone showed a confidence that had been lacking at Mallory. Williamson had the first of the Cosworth BDGs in his race car while an iron block Racing Services BDA was in the spare which he used on Friday morning to learn the circuit.

GRS International were looking after the two Japanese runners Tetsu Ikuzawa and Hiroshi Kazato who both had Racing Services alloy BDAs.

One of the most impressive new teams to the scene was the Pierre Robert cosmetics-sponsored Swedish national team of 273s for Reine Wisell and Sten Gunnarsson. Their turn out was very impressive and rivalled Rondel Racing for the best turned out team in the paddock. Wisell was having his first serious attempt at F2 for a couple of years and had two cars to choose from. In unofficial GRD testing on Friday his Racing Services engine seized its bearings and for the rest of the meeting he used the spare car with an Alan Smith FVD engine. Gunnarsson was having his third ever F2 race having driven a works run March 712 impressively in 1971; he was relying on Racing Services alloy BDA power. Swiss driver Jo Vonlanthen had his Alan Smith BDA-powered car as seen at Mallory.

Dominating the paddock as has been their wont since the beginning were the Rondel Racing Motul team. This was the first F2 racing appearance of Ray Jessop designed Motul M1 and there were six immaculate cars present for the five drivers. Engines however were something of a problem as they had no spares for this meeting. Three cars were painted in the familiar Motul colours for Frenchmen Henri Pescarolo, Bob Wollek and Jean-Pierre Jaussaud. Pescarolo had a 2-litre Smith FVD

engine as did Wollek while Jaussaud had a Rondel built BDG. These three cars all had Girling brakes while those of Tim Schenken and Jody Scheckter used Lockheeds, otherwise the cars were identical. Schenken's power came from a 1930 FVC while Scheckter had a BDF updated to BDG spec. Only Schenken's and Jaussaud's cars had turned a wheel before the meeting.

Two works Chevrons arrived for Peter Gethin and Gerry Birrell. Gethin's car had not been run since practice at Mallory while Birrell was delighted with his after a day's testing at Silverstone. Gethin had an Alan Smith built BDG engine while Birrell had a 2-litre Hart BDA. Dave Morgan had his similar B25 in the Ed Reeves Racing colours fitted with a 2-litre David Wood BDA. There was a slight panic surrounding the car on Friday as it had not turned up, the transporter having thrown a rod at Antwerp; luckily they met the Hesketh truck and the car was transferred. Completing the Chevron entries was an old B20 for Georges Schaeffer, who confounded the pundits by appearing for unofficial practice.

Another newcomer in the paddock was the latest Elf 2 being run by John Coombs for Patrick Depailler. The car, being tended to by the former Felday personnel, Peter Westbury, Mac Daghorn and Jim Charman, is basically the same as last year with a few suspension changes. The same rather crude spaceframe chassis is employed with the famous Alpine bodywork and Brian Hart engine.

Also new from France were the Pygme MDB18s for Patrick Dal Bo and François Migault. There was not much new about these cars either except detail suspension changes. After years of disaster with Pygme built engines and Ancey firm have switched to Racing Services and had two iron block 1930 cc BDAs at their disposal.

With John Watson indisposed the works Brabham BT40 was being handled by Wilson Fittipaldi. For speed down the straight the wide nose was employed this time while power came by courtesy of David Wood as before. A second BT40 on the list was John Wingfield's car with his own BDA in the back. One of last year's BT38s arrived for a Swiss gentleman named Alfred Amweg with Cosworth 1800 cc BDE power and an older still BT36 for Roland Binder with a Racing Services BDA purchased from GRD.

After a hectic rush to get some testing in after the Mallory rebuild Richard Scott arrived with the immaculate Scott with a Geoff Richardson iron block 1970 cc BDA in the back.

PRACTICE

Most teams arrived on Friday to get in some unofficial practice which they were able to do in the afternoon after GRD had it exclusively in the morning. The one thing that cheered most competitors up was that the BMW engined cars were not dominant and it prompted Max Mosley to say after the first official session that they might have to introduce the Mk 2 engine earlier than had been hoped. Goodyear-shod runners generally were not as quick as the Firestone-shod cars, the Brentwood concern having brought out their two-ply construction. Using these tyres Jochen Mass and Roger Williamson were the quickest runners both circulating in the 2 m 2 s bracket.

There were three official sessions of 45 m each on Saturday which was chilly but fine.

The quickest times were set in the final session when the track became rather slippery which the Goodyear users found very much to their advantage. Despite complaints that the BMW engine was no good on the long straights it was Beltoise who claimed pole position with a 2 m 2.8 s. The timing had been changed slightly on the engine which improved the straight line performance but where it really gained with both tyres and engines was in the stadium. However Mass proved that Ford and Firestone could match this by equalling Beltoise's time a few laps later having set the pace virtually throughout the day. Quickest in the second

session was Depailler in the Elf with a 3.0 s. He was unable to improve on this later, his main concern was to get the brakes working properly. As on last year's car, the Elf has alloy front hubs and when they get hot the brakes cease to operate efficiently. Jarier was rather disappointed to be only fourth fastest on 3.5 s; in the final session he had some new Goodyears to try which were not as good as Beltoise's so he had to settle for a place on the 2-2 grid behind Mass. Beuttler, with a Firestone-shod March-BMW, was impressive throughout in his first time in the car and was next up on 3.8 s not having changed anything on the car since he first sat in it. Schenken was next up, complaining about the low standard of driving, with the first of the Motuls on 4.1 s. In the early sessions none of the new cars were going very well but as they settled down the times improved dramatically. They all had a bit of a handling problem which was put down to the tyres not heating up properly. Bell was seventh fastest and dead chuffed with the Surtees although he felt that F2 had changed a great deal "there's so much oil and rubber coming from the cars these days." He did a 4.2 s having missed most of the last session with a punctured two-ply tyre for which there was no spare. Scheckter was not over-enthusiastic about his Motul but recorded a 4.3 s to put him on the inside of the fourth row. Williamson was next up on 4.4 s although he had been clocked unofficially at 4.0 s. However small problems restricted his practice to a total of only 15 laps throughout the day; the BDG was performing well although it was spewing oil throughout from a corner of the sump and was stranded on the circuit at one point with a broken fuel union. Wollek was going well in the first of the Motul-Motuls but his practice was cut short by an oil leak from the engine.

Birrell and Hunt both recorded 4.7 s which would undoubtedly have been quicker had they had more practice. Hunt was stranded on the circuit for the whole of one session with the petrol pump belt off while Birrell suffered three punctures in two laps and he too missed virtually one session. Coulon, Gethin and McConnell all did 5.1 s, Coulon being particularly impressive in his first F2 venture while McConnell again showed good form. Gethin suffered a couple of punctures but was mainly bothered with a poor engine. Stuck did a 5.2 s with his March-BMW and impressed everyone. The car was lacking some of the latest mods initially as BMW bits were scarce and he did not do too much practice, however he is undoubtedly a man to watch. Pescarolo was next up on 5.3 s, taking a little time to get used to his new car while Wilson Fittipaldi was working extremely hard to get the Brabham down to 5.7 s. It was found that the tyres were of varying compounds and the wheels unbalanced which made life somewhat difficult. However, Wilson was very happy with

the car otherwise. Moser and Morgan both did 6.0 s, the little Swiss driver being delighted with his TS10, while Morgan never really got it together, having missed the first session with transmission trouble.

Ikuzawa went better than he had for a long time with his GRD and recorded a very respectable 6.4 s. Vandervell was having a fair amount of trouble with his March-BMW especially in the cooling and tyre departments nevertheless his 6.6 s was very acceptable but he will undoubtedly get nearer the front as soon as they get the car right. Incidentally, everyone was delighted that he was wearing a Bell Star helmet lent to him by Andrew Marriott who reckoned it was worth valuable time at Hockenheim. However, Colin was not happy with it, complaining of claustrophobia. Jaussaud only managed a 7.0 s as his engine was way off in the power department. Tino Brambilla, like most March-BMW privateers, had overheating problems and did only 7.4 s. Wisell was in one of his moaning moods and never really got himself together and only did 7.7 s. Scott was another who was not putting it together right himself and only managed 7.8 s although he was very happy with the car. Wingfield had engine problems before doing his 8.2 s and Kazato was having oil pressure problems and did only 8.5 s. Migault's Pygme was misfiring and dropping oil around the circuit but he managed 8.8 s. Final qualifier for the 30-car grid was Vittorio Brambilla who did a 9.6 s in his old March having had numerous problems with the BMW engined car.

Gunnarsson and Gubelmann were next up on 10.2 s and 10.9 s respectively and were the two reserves. Gunnarsson had engine problems throughout but was happy with the car while Gubelmann's first foray into F2 was disappointing as he was troubled with the March overheating problem.

The grid lined up as follows:

Beltoise	Mass
Depailler	Jarier
Beuttler	Schenken
Bell	Scheckter
Williamson	Wollek
Birrell	Hunt*
Coulon	Gethin
McConnell	Stuck
Pescarolo	Fittipaldi
Moser	Morgan
Ikuzawa	Vandervell
Jaussaud	Brambilla, E.
Wisell	Scott
Wingfield	Kazato
Migault	Brambilla, V.
Gunnarsson†	Gubelmann†

* DNS † Reserves

HEAT 1

The full grid and two reserves did one warm up lap before lining up behind the pace car for a rolling start for the first of the two 20 lap heats. Moser couldn't start his TS10 so Gunnarsson joined in and after everybody disappeared Moser and Gubelmann went round as well.

As they followed the pace car round the stadium there was a great deal of bunching at the front with everyone wanting to go round

Derek Bell's Surtees TS15 leads Williamson (hidden), Stuck and Wollek.



the pace car; it looked extremely dangerous and disorderly and the flag fell with the cars all mixed up. Beltoise streaked into the lead followed by Jarier and Mass. Just after the pits however all hell broke loose behind. Scheckter charged up alongside Schenken, the two Motuls banged wheels and poor Tim shot across the track into the innocent Beuttler who was sent spinning wildly in a cloud of dust. When the cloud settled Schenken and Beuttler were both off the track and out of the race and after the first lap Scheckter came in with a puncture.

Already missing after the pace lap was Hunt stranded on the circuit. The reason, explained Bubbles Horsley, being "a bloody great buzzard flying out of the trees and landing on the roll-over bar. Whereupon it proceeded to peck through a fuel line before attacking James' helmet. It got so bad he just had to stop!" Exit many bewildered German journalists. A fractured diaphragm in the metering unit was the suspected cause.

At the 200 metre board leading up to the first chicane Jarier nipped outside Beltoise and got through the chicane first, exiting sideways with about 100 yards lead. From then on the incredible Frenchman just went away. Beltoise too wasn't hanging about and they alternated breaking the lap record for the first five laps when Jarier put it at 2 m 2.4 s.

At the end of the first lap it was Jarier and Beltoise from Depailler, Mass, Williamson, Wollek, Coulon, Tino Brambilla, Bell, Birrell, Morgan, McConnell, Pescarolo, Fittipaldi, Vandervell, Gethin (badly delayed by the shunt), Ikuzawa, Wisell, Scott, Kazato, Wingfield, Migault, Gunnarsson, Moser and Gubelmann who was called in as there were too many starters. Jarier and Beltoise soon left Depailler who was having difficulty with his clutch as well as the brakes, and the rest. On lap two Jaussaud made the first of many pit stops with metering unit trouble while Wisell went in to have the gear linkage looked at.

By the sixth lap Jarier was on his own way out in front. Mass had passed Depailler on the fourth lap and was about a second behind Beltoise. Williamson was holding a good fifth with Wollek also going well close behind. The rest had sorted themselves out after the shunt and first Bell, then Stuck, then Birrell, tagged on behind the GRD and Motul. Behind them Gethin had moved up and was a few yards ahead of Pescarolo. Well behind them was a four car scrap led by an overheating Coulon from Fittipaldi and Scheckter, who was a lap behind. Vandervell led the rest with Ikuzawa and the Brambilla's next. Morgan pitted on the ninth lap briefly to take on more water while two laps earlier McConnell had dropped out when 13th with a rod out of bed caused by a lack of oil in the engine. Also out were Wingfield, with a dropped fly-wheel, and Moser with the clutch gone. On the tenth lap Kazato went as well when the engine tightened up as the oil pressure sunk.

On lap nine there was drama near the front when Mass failed to come round after Beltoise. The Surtees eventually came limping in with a punctured tyre and any hope of the March-BMWs being split was gone. The wheel was changed in just under a lap and Mass rejoined ahead of Jarier. However there was no way he could stay with the March, although Jarier said that the Hart engine was quicker on the straights. So at half distance it was Frenchmen 1-2-3 and that's the way it stayed until the end. Mass circulated with Beltoise for the last half of the event and climbed back to 12th in the process.

With Mass gone Williamson was up to fourth leading a bunch of five containing, Wollek, Bell, Stuck and Birrell. Bell passed Wollek and Williamson on the tenth lap and two laps later Roger got a bit crossed up in the stadium and Wollek and Birrell went through. Bell and Stuck pulled away from the other three and on lap 13 the great cheers in the stadium announced that Stuck had got past Bell. Derek tried time and time again to repass but the track had become very oily and slippery and Stuck's Goodyears gave him the necessary advantage. At the end the impressive German had 0.3 s on Bell. Wollek was unhappy with the handling of his car and



Patrick Depailler went well in the new Elf and finished second overall.

on lap 13 Birrell got past him. Two laps later however the leading Motul pulled into the pits. The engine had developed an oil leak and Bob switched off before any damage was done. Williamson almost immediately moved up on Birrell both cars looking twichy in the slippery stadium. However Roger's race lasted only until the 18th lap when a fuel union broke out on the circuit and left him stranded; he had also been trailing a fair amount of oil as the sump gasket started to go again. This left Birrell on his own in sixth which he held to the end.

Gethin had been moving up the field rapidly and two laps from the end passed Pescarolo to get seventh. Fittipaldi and Scheckter had been swapping places throughout behind; on the road Scheckter won in the end but was a lap behind in 15th place in the results. Vandervell went very rapidly towards the end and caught Coulon, finishing 0.7 s down. Vittorio Brambilla was next up with his old March having overtaken an overheating Tino a few laps earlier. Wisell's engine went rough towards the end and he came in 16th. His team mate Gunnarsson went out on lap 12 with a rod through the sump while Ikuzawa's GRD also stopped with no oil pressure. Scott finished the race well back with no nose or wing; the latter broke and he had it removed; after a hairy lap he had the nose removed as well. Migault was still running at the end but misfiring and dropping oil while Jaussaud did intermittent laps trying to get the metering unit sorted.

HEAT 2

Jarier	Beltoise
Depailler	Stuck
Bell	Birrell
Gethin	Pescarolo
Fittipaldi	Coulon
Vandervell	Mass
Brambilla V.	Brambilla E.
Scheckter	Wisell
Williamson	Morgan
Wollek	Ikuzawa*
Scott	Gunnarsson*
Migault	Jaussaud
Moser*	Wingfield*
Gubelman*	Schenken
Beuttler	Hunt*
*DNS	

Both Schenken and Beuttler were able to start the second heat from the back row while Williamson and Wollek of the non finishers from the first heat came out again. Morgan's Chevron received an extremely quick engine change as they could not discover where all the water was going on the other unit. Scott got his nose and wing back and the cars of Hunt, Migault and Jaussaud received attention in an effort to get them running properly.

Hunt in fact failed to make it again; "All Buzzards" quoth Bubbles, "must be shot. The bloody thing arrived in the marshalling area and had another go at the metering unit." That well known righter of Buzzard wrong doings from Harlow, Brian Hart, found out later that it had really attacked the mechanical

fuel pump.

The rolling start was a chaotic as ever; however this time there was no major incident as Jarier streaked away. Gethin was the only one to suffer badly as Fittipaldi put him into the dirt and he had to wait until the rest had gone by before rejoining.

Sure enough it was Jarier who arrived in the stadium completely on his own. Beltoise arrived next but Depailler nipped inside at the Sachs Curve. Stuck was fourth followed by Bell, Pescarolo, Fittipaldi, Mass, Birrell, Scheckter, Vandervell, Williamson, Coulon, T. Brambilla, Wollek, Jaussaud, V. Brambilla, Beuttler, Schenken, Scott, Gethin, Migault, Morgan, a lap way back as he only had half throttle, and Wisell who pitted immediately with his misfire still present.

Jarier had an incredible seven seconds lead at the end of the second lap but behind there was drama. Depailler appeared in second place but then no Beltoise; even later and at a very reduced pace came Stuck. Beltoise retired out at the back when a stone found its way into the engine and broke a piston, while unbeknown to most Stuck had been black flagged and disqualified for being push started when the starter motor failed. Most people thought that the organisers could have found a way of letting the local hero continue; after all it was a rolling start.

After pulling out such a huge lead Jarier then eased off and it looked to those away from the pits like he too might be in trouble. Depailler really got the message and started a really plucky drive. He reeled in Jarier at a second a lap and by half distance was right with him. Although Jarier was not too worried having had a good advantage from the first part he was unable to shake the Elf off because it had a superior speed down the straight; however, Depailler's lack of brakes ensured that he was unable to get in front of the March. On the final lap he made a mighty effort into the stadium but the cool Jarier had it all weighed up and made sure his countryman was kept out of first place which looks like it has been leased to Jarier for the year.

After Beltoise and Stuck dropped out Bell had third but Mass came flying up the field and took over on the fourth lap; however there was no way in which he was going to catch the Frenchmen. He left Bell a little but on lap 12 his race was over; he appeared in the stadium trailing a cloud of smoke and eventually pulled off just after the pits. A ring had blown out of the oil filter and there was very little lubricant left. Bell was left to take third in the heat and overall after an impressive steady weekend.

Fittipaldi and Birrell were dicing virtually from the start and were joined at half distance by Scheckter and between them they closed up quite considerably on Bell. Meanwhile behind them Vandervell, Williamson, Pescarolo,



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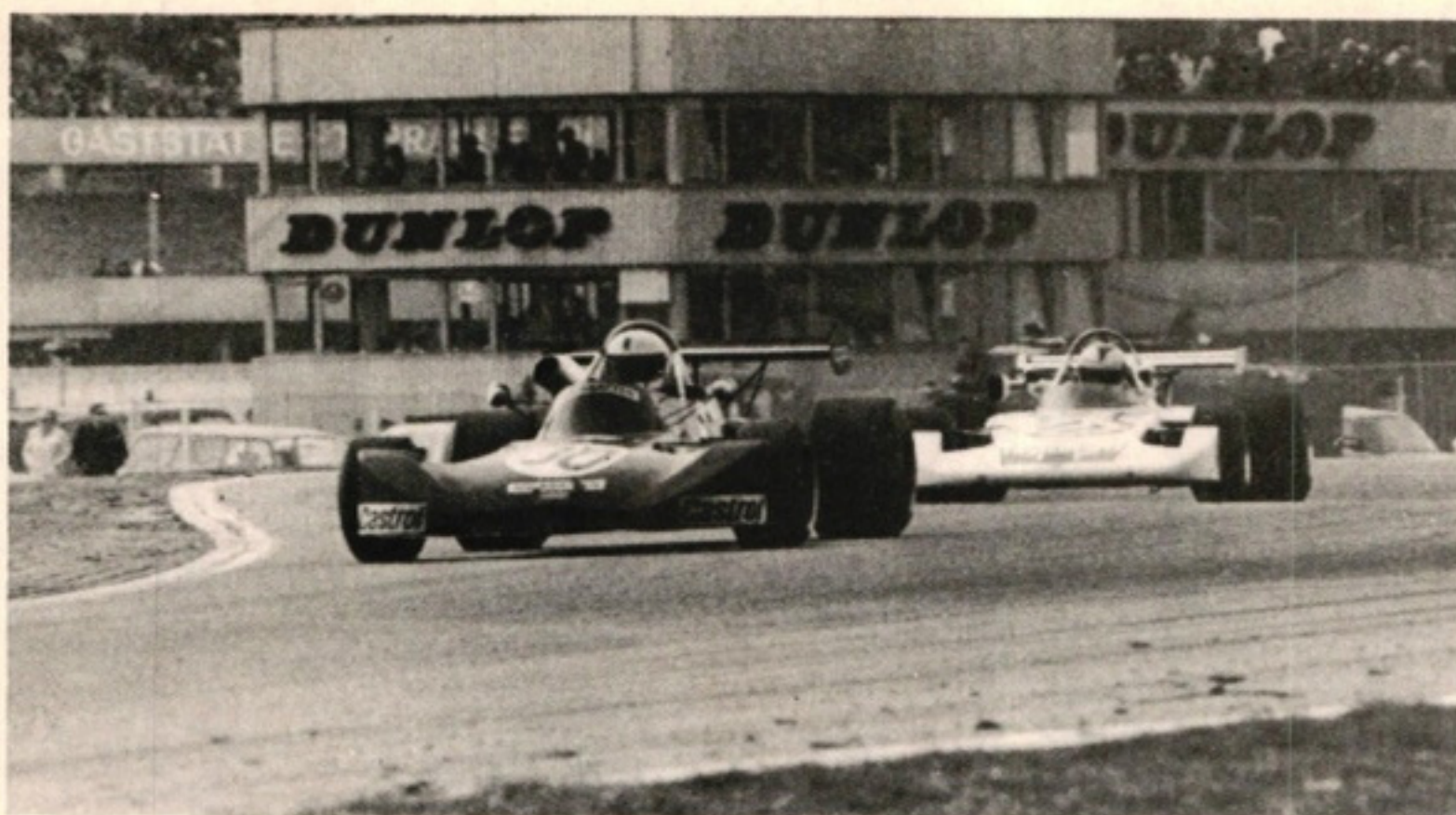


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F3 graduates Colin Vandervell (March-BMW) and Roger Williamson (GRD) both showed up well.

Beuttler and Schenken were all closing up. Beuttler lost his place on lap 11 when he had a big moment at one of the chicanes trying to outbrake Williamson; Mike's car in fact had rear wheel steering due to a loose radius rod, a legacy of the earlier shunt, and he was never again in contention before retiring on lap 18. Williamson also lost touch during this incident but characteristically he came back strongly.

Gethin had also come back well and was starting to disappear before all drive to the rear wheels disappeared and he was out. Birrell was going well too and had got past Fittipaldi and caught Bell; however, when he tried to outbrake him into a chicane a front wheel locked and he clouted a marker cone which damaged the body and caused the car to over-heat and he had to visit the pits. At the same time Scheckter's gears went and he retired

and Fittipaldi started having trouble with the cogs also and then the metering unit started to play up. Suddenly all the midfield positions were upside down. Then who should appear in fourth place? Schenken, all the way from the back row of the grid after a superbly smooth and fast drive which really showed the Motul's potential. Vandervell had been going extremely well and should have been there but he had to visit the pits briefly when he thought he had a puncture; it turned out to be a buckled rim. Meanwhile Williamson had been trying like mad and he caught and passed the failing Fittipaldi who then spun and let the down on power Pescarolo through. It was all great stuff and the last three laps almost contained more excitement and incident than the rest put together. So behind Schenken was Williamson in a good fifth, Pescarolo and

Fittipaldi. Brambilla was next up with the recovering Vandervell behind. Coulon completed a good steady first outing a lap down, after having clutch trouble, but seventh overall.

Scott and Vittorio Brambilla were also a lap down while Morgan soldiered on with half throttle to the finish. Of the other starters Wollek had a rod through the side after two laps while Jaussuad and Migault used the race trying to sort out their engine problems.

Overall Jarier came out a comfortable winner from Depailler with Bell third. Graded man Pescarolo took fourth with Fittipaldi, who showed great form in the second heat until his troubles struck, fifth and Vandervell a good sixth. Coulon took seventh and the final championship point with V. Brambilla. Williamson and Birrell next up.

Jim Clark Memorial Trophy
European F2 Championship round 2
Hockenheim, Germany, April 8. Aggregate of two 20 lap heats

1. Jean-Pierre Jarier (March-BMW 732), 1 h 22 m 27.0 s, 197.6 kph.
2. Patrick Depailler (Elf 2-Hart BDA), 1 h 22 m 46.9 s.
3. Derek Bell (Surtees-Hart TS15 BDA), 1 h 23 m 59.4 s.
4. Henri Pescarolo (Motul-Smith FVC M1), 1 h 24 m 55.5 s.
5. Wilson Fittipaldi (Brabham-Wood BT40 BDA), 1 h 25 m 20.8 s.
6. Colin Vandervell (March-BMW 732), 1 h 25 m 53.4 s.
7. Jacques Coulon (March-BMW 732), 39 laps; 8. Vito Brambilla (March-BMW 732), 39; 9. Roger Williamson (GRD-Cosworth 273 BDG), 38; 10. Gerry Birrell (Chevron-Hart B25 BDA), 38; 11. Vittorio Brambilla (March-BMW 732), 38; 12. Jody Scheckter (Motul-Cosworth BDG M1), 37; 13. Richard Scott (Scott-Richardson BDA), 34; 14. David Morgan (Chevron-Wood B25 BDA), 34.
Fastest lap: Jarier 2 m 2.4 s, 199.7 kph (record)* DNF.
Heat 1 (20 laps): 1. Jarier, 41 m 10.7 s, 197.8 kph; 2. Jean-Pierre Beltoise (March-BMW 732), 41 m 17.3 s; 3. Depailler, 41 m 29.1 s; 4. Hans Stuck (March-BMW 732), 41 m 51.1 s; 5. Bell, 41 m 51.4 s; 6. Birrell, 42 m 3.2 s; 7. Peter Gethin (Chevron-Smith B25 BDA), 42 m 8.9 s; 8. Pescarolo, 42 m 9.8 s; 9. Fittipaldi, 42 m 21.3 s; 10. Coulon, 42 m 46.8 s; 11. Vandervell, 42 m 47.5 s; 12. Jochen Mass (Surtees-Hart TS15 BDA), 19 laps; 13. V. Brambilla, 19; 14. T. Brambilla, 19; 15. Scheckter, 19; 16. Reine Wisell (GRD-Smith 372 FVD), 19; 17. Williamson, 18; 18. Morgan, 17; 19. Bob Wollek (Motul-Smith M1 FVD), 15.
Fastest lap: Jarier, 2 m 2.4 s, 199.7 kph (record)* DNF.
Heat 2 (20 laps): 1. Jarier, 41 m 16.3 s; 2. Depailler, 41 m 18.8 s; 3. Bell, 42 m 8.0 s; 4. Schenken, 42 m 47.1 s; 5. Williamson, 42 m 45.7 s; 6. Pescarolo, 42 m 59.5 s; 7. Fittipaldi, 43 m 5.9 s; 8. E. Brambilla, 43 m 7.9 s; 9. Vandervell, 43 m 27.5 s; 10. Coulon, 19 laps; 11. Scott, 19; 12. V. Brambilla, 19; 13. Scheckter, 18; 14. Beuttler, 18; 15. Birrell, 18; 16. Morgan, 18.
Fastest lap: Depailler, 2 m 2.5 s, 199.5 kph. *DNF.

OULTON PARK

BMW's revenge

Making amends for the previous week's last lap defeat at the hands of Gordon Spice's Ford Capri, the Group 1 BMW Si of Tony Lanfranchi led the Castrol championship round at Oulton Park last Saturday from start to finish, chased all the way by the dreaded Spice while the moral victor of the earlier race, Roger Bell, had to make do with third after working his way up to the two leaders from a bad start. This race was the highlight of an afternoon which was rather spoilt by rain after the first two races. However, the quality of the entry for the six races was such that there was something of interest going on most of the time. The

BARC's North Western Centre organised the racing and certainly deserve congratulations for producing a far more imaginative programme that the organisers of the two previous weeks. Undeterred by these earlier meetings, the crowd seemed to be reasonably large and should have been well satisfied with what they saw.

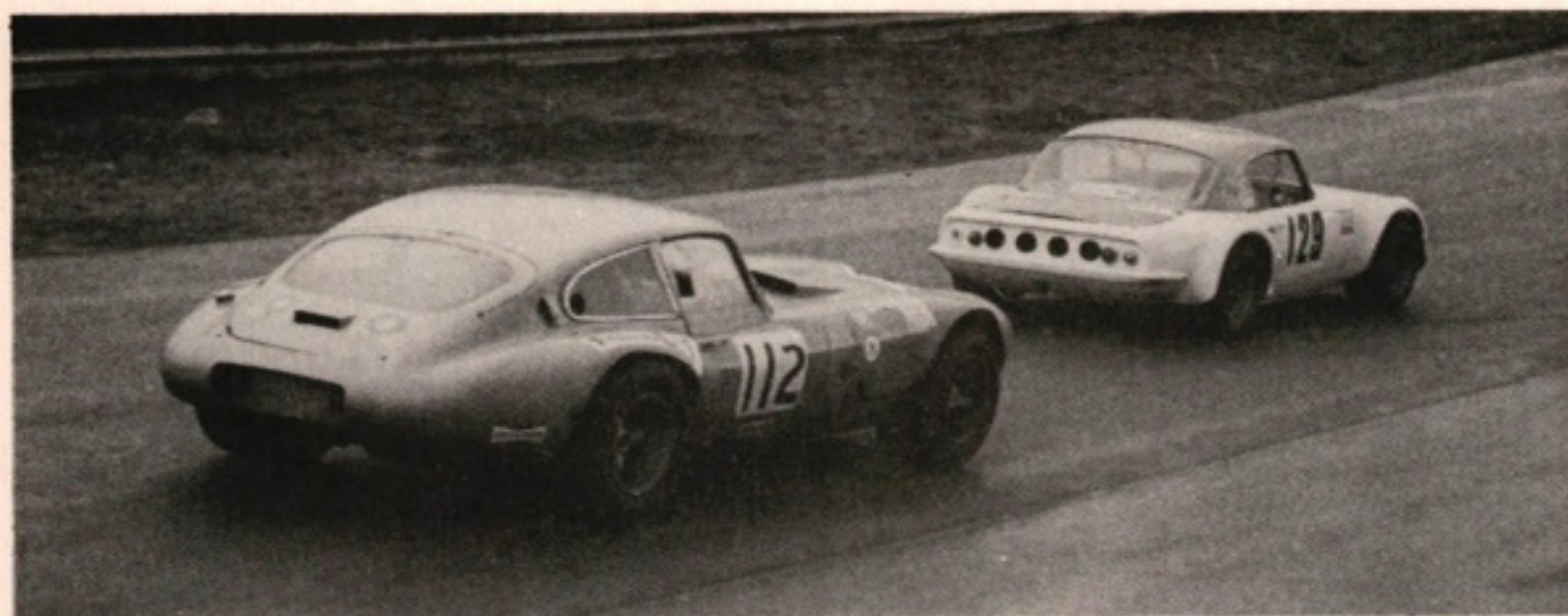
The one blot on the landscape was the Formula Vee affair which, although a championship round, could only muster eight starters. Recent rule changes have increased the speeds of these cars but the number of starters must surely convince the powers that be that there is no place for this type of

Stuart Graham's Capri avoids a spinning Les Leston (Camaro) and Brian Cutting (Capri).



racing at championship meetings proper. Bruce Venn's smart and rapid Scarab won after an early tussle with Keith Hollamby's Austro which never looked likely to take the lead for long, despite following the leader closely, and eventually dropped back. Behind Gordon Rae's lonely Rae, Martin Woodman and Martin Thompson actually changed places on the eighth lap to finish in that order in Project and Scarab respectively. Ron Grant's lap record from the Vees' last trip to Oulton was well and truly shattered by the new, improved Formula Vee of Venn.

The track was still dry when the 1-litre saloons in the Esso Uniflo Special Saloon Championship came out, much to the relief of Peter Baldwin who contrived to shunt his Cooper S on the wet warming-up laps two weeks earlier. Although on pole position he was led away from the line by Bob Leckie's Singer Chamois which boasts a George Bevan engine and was going well. Nevertheless, Baldwin was moving in to challenge for the lead when the Mini's engine seized at Island on lap four. So the race was Leckie's, we thought, and the Scotsman certainly had a pretty good lead by this time over the warring trio of Graham Lloyd (Mini-Holbay), Geoff Lynn (Imp), and Graham Goode (Ford Anglia). Unbeknown to all but Leckie, however, was the fact that his car was overheating badly, the water pump having ceased to live up to its name and slowly but surely Lloyd, who had begun to put the Imp and Anglia behind him, was catching up. The gap still seemed too large as the cars started their last lap but Lloyd, in the car he shares with John Hipkiss, really threw the purple Mini round the circuit and braked impossibly late for Lodge. Leckie was partly baulked by a back marker and Lloyd found just the gap he wanted to scream across the line first out of Deer Leap. Lynn and a misfiring Goode followed while the 850 class went to Shaun McKenna's Mini from Eric Stansfield in the ex-Howard Truman Mini after Richard Belcher, whose Mini had led the class in practice, had ground to a halt at Clay Hill



Brian Mills's E-type chases Fletcher's Elan before taking the lead of the mod sport race.

on the first lap. Another first lap casualty was Nick Birch whose Imp dropped out of third overall behind Leckie and Baldwin when the fan belt came off.

In marked contrast to recent feeble prod sports grids, that for the Blue Circle mod sports championship round was crammed with 27 colourful, varied and fast sports cars. Unfortunately the rain decided to fall with the flag by which time everyone was committed to slicks. Everyone that is except Brian Mills, who was running some intermediates and a standard cylinder head on his orange E-type and from a fifth row grid position he was soon up to third and challenging Brian Murphy's spotless and superbly-prepared yellow E-type for second position. No prizes for guessing who was leading, but the familiar white Elan was running on slicks like Murphy. By half distance, Murphy's conscience got the better of him and he allowed Mills to find a way past. In no time at all Mills was past Jon Fletcher too and on his way to a well-deserved win on what has often been his unlucky circuit. Fletcher even found time for a spin before coming home second ahead of Murphy. Brian Hough bravely battled on in the TVR Tuscan V8 on slicks in fourth place until the monster escaped from his grasp on the straight (which isn't in a Tuscan) between Druids and Lodge and quietly subsided into the Armco.

Bob Jarvis took over fourth in the Davrian and seemed certain to win the 1150 class. Roger Cowdry, still with his Ginetta G4, had other ideas and put in a late challenge which brought him to within 3 s at the finish. In sixth overall behind these two came a bearded John Pearson and his 1954 Jaguar XK120 who found the conditions a little too treacherous for great speed as did John Evans, whose Elan had shared the front row of the grid with Hough and Fletcher, but dropped down to seventh in the race. Spitfire specialist Andrew Talbot sampled Chris Williams's Triumph GT6 for a change and was getting along fine, enjoying a splendid scrap with Richard Jenvey's Midget just behind Evans, until a little too much enthusiasm at Cascades caused a spin and allowed Jenvey to secure eighth. Ed Stephens in the ex-Hough 3-litre Tuscan had a contretemps with the Armco in practice while being shown the way round by the car's previous owner but a hasty trip to Hough's Wallasey garage produced the necessary spares and enabled Stephens to race and win his class. How's that for after sales service!

The incidents in the Castrol Group 1 race would fill a book for there's no doubt that rain brings out the best in this sort of racing as the drivers adopt the most alarming slip angles in the corners. At the front the big three of the moment—Lanfranchi, Spice, and Bell, who spent two laps working his way out of sixth place—charged round in nose to tail formation most of the time with Spice perpetually sandwiched in the middle and looking for a way round the Shell Sport car. He thought he saw one at Lodge on lap 13 but the wily Yorkshireman has been around too long to leave doors open and, while Spice was recovering his composure, Bell was having a go for second round the outside. Up Deer Leap the Capri and BMW raced side by side but Spice was determined

not to give way and, after some gentle exchanges of paint, the status quo was restored. In his efforts to catch up again, Bell took Lodge on the next lap in an opposite lock slide of which Duncan Hamilton would have been proud but the other two had made the break. Lanfranchi held his line round the last lap and came home the winner to roars of approval from the crowd with Spice 0.8 s behind.

Behind the three experts came a group, from which Mike Crabtree broke away for a secure fourth in his Capri GT, comprising the Firenzas of Tim Stock and Barrie Williams, the Capris of Brian Cutting, Tony Shaw and Stuart Graham, the Alfas of Stan Clark and John Handley and Les Leston's Camaro. The spectacle was tremendous, the first to go being Handley who slid to a sideways halt at Lodge. This left Cutting in charge of the group although Stock and Williams were so wrapped up in their struggle for class supremacy that they were putting the heavier metal behind them. After eight laps of stern endeavour Williams ousted Stock from the lead and the latter's efforts to repass almost caused him to lose it at Lodge. In anticipation Cutting and Leston revolved, covering the track in headlamp glass as they gently nudged before resuming and then Cutting did it again at Lodge, before a proper effort at Island ended his race against the Armco. From the confusion Williams emerged with a secure fifth while Shaw led home the two Alfas, Handley having recovered well after his early spin to head Clark. Stock spun at least once before the finish and dropped a lap behind the leaders, although still second in the class.

Ivan Dutton won the £1,050 class in his Escort Sport yet again although John Lyon was right with him until the second diff of the season gave up, enabling Mike Bundy's Morris Marina to take second, albeit some way behind. The cheapest class provided much amusement with Moskviches and Minis seeming to spin on every other lap at Lodge. The only one who didn't, we think, was John Webb after learning his lesson the previous week. When the spinning had to stop, Eric Horsfield's Mosky was found to be ahead of John Worton's Mini by 2 s.

Volkswagen (GB) Ltd National Formula Vee Championship round (10 laps): 1, Bruce Venn (Scarab Vee 73), 18 m 19.0 s, 90.45 mph; 2, Keith Hollamby (Austro Vee), 18 m 22.4 s; 3, Gordon Rae (Rae Vee), 19 m 48.0 s; 4, Martin Woodman (Project Vee), 19 m 51.6 s; 5, Martin Thompson (Scarab Vee), 19 m 55.0 s; 6, Alex Lowe (Valiant Vee), 9 laps. **Fastest lap:** Venn, 1 m 47.4 s, 92.55 mph (record).

Esso Uniflo Special Saloon Championship round (10 laps): 1, Graham Lloyd (1.0 Mini-Holbay S), 20 m 16.8 s, 81.69 mph; 2, Bob Leckie (1.0 Singer Chamois), 20 m 17.8 s; 3, Geoff Lynn (1.0 Hillman Imp), 20 m 22.8 s; 4, Graham Goode (1.0 Ford Anglia), 20 m 28.4 s.

851 to 1000 cc class: 1, Lloyd, 81.69 mph; 2, Leckie; 3, Lynn. **Fastest lap:** Peter Baldwin (1.0 Mini-Cooper S), 1 m 58.0 s, 84.23 mph.

Up to 850 cc class: 1, Shaun McKenna (850 Mini), 76.26 mph; 2, Eric Stansfield (850 Mini); 3, Alun Jones (848 Mini). **Fastest lap:** Andrew Cranstone (849 Hillman Imp), 2 m 5.0 s, 79.52 mph.

Blue Circle Modified Sports Car Championship round (10 laps): 1, Brian Mills (3.8 Jaguar E), 20 m 58.0 s, 79.01 mph; 2, Jon Fletcher (1.8 Lotus Elan), 21 m 5.4 s; 3, Brian Murphy (3.8 Jaguar E), 21 m 22.0 s; 4, Bob Jarvis (1.8 Davrian Imp), 21 m 28.8 s.

Over 3000 cc class: 1, Mills, 79.01 mph; 2, Murphy; 3, John Pearson (3.8 Jaguar XK120). **Fastest lap:** Mills, 2 m 1.0 s, 82.15 mph.

2001 to 3000 cc class: 1, Ed Stephens (3.0 TVR Tuscan V8), 71.59 mph; 2, John Kerswill (3.0 TVR Tuscan V6); 3, Andy Fraser (3.0 Marcos-Ford V6). **Fastest lap:** Fraser, 2 m 13.0 s, 74.73 mph.

1151 to 2000 cc class: 1, Fletcher, 78.55 mph; 2, John Evans (1.6 Lotus Elan); 3, Richard Jenvey (1.3 MG Midget). **Fastest lap:** Fletcher, 2 m 4.2 s, 80.03 mph.

Up to 1150 cc class: 1, Jarvis, 71.59 mph; 2, Roger Cowdry (1.1 Ginetta-Ford G4); 3, Brian Lambert (1.0 Ginetta-Ford G4). **Fastest lap:** Jarvis, 2 m 5.0 s, 79.52.

Wella, who make various products for men's hair, announced just before the meeting that they would be taking over sponsorship of the BARC's Formula Ford championship which thus changes its title after the first round last month. Winner of that race was Peter Harrington in his latest Cougar but, despite taking pole position, he could not match the speed of Roger Manning's Air Call Elden Mk 10 on the wet track and the latter won by the impressive margin of 10.6 s. In the opening laps Harrington came under pressure from Peter Orlando, who was using Dunlop Formula 70 tyres on his Merlyn Mk 20A for the first time and found them working well. Until lap four, that is, when the Merlyn clipped the Armco at Cascades and broke a front brake caliper. Taking over in third, but a long way back, was Denny Shattuck in the first of two Catnic Eldens. His team mate, Ted Wentz, gradually slipped behind and was caught just before the end by Peter White's Palliser WDF2. Sixth, after a fast drive from the back of the grid which he only just joined after a battery lead came off on the warming-up lap, should have been Richard Morris's old Hawke DL2B but a spin on the last lap cost him three places.

The over 1-litre Esso Uniflo event should have been one of the best Special Saloon races at Oulton Park for a long time. A few non-starters thinned things out a bit but prospects still looked good when Chris Meek succeeded in lapping 0.4 s faster than Mick Hill with the Tate of Leeds Escort in practice. Both under the old record by a second or more. Meek was using the ex-Norman Abbott car for the first time this year with a 2-litre Felday BDR propelling it. On the wet surface it was John Chappel's Cooper S which came through from the second row at the start to lead Hill and Meek into Old Hall. Meek soon disposed of Hill and then passed Chappel between Druids and Lodge while the Mini driver was treading with a little caution. For three laps the Escort was hounded by the smaller car on every corner but there was no way Chappel was going to be let through and he eventually over-revved slightly in his desperation, retiring with a broken rocker. Meek's troubles weren't over for Bob Fox had come charging up past Hill to take over second and the twin-cam Mini was soon placed where Chappel had been. Hill also decided he ought to show who was boss and closed up, with the result that Fox was trying to take the lead at every corner and Hill was drawing alongside Fox on every straight. Meek's experience was not going to let him make a mistake, however, and the white Escort crossed the line first by a second with Hill, who set fastest lap, 0.8 s behind Fox. Ian Briggs's Longman-engined Cooper S and Tony Sugden's Escort TC disputed fourth until the Escort began to slow, but held on for fifth place. Tony Hazelwood's Daf sampled Oulton for the first time in its life but quickly retired with suspension trouble while Stuart Turner's Escort, which joined Meek and Hill on the front row, was unhappy in the wet and eventually retired from eighth with a blown head gasket.

Castrol Production Saloon Championship round (15 laps): 1, Tony Lanfranchi (3.0 BMW Si), 32 m 19.2 s, 77.04 mph; 2, Gordon Spice (3.0 Ford Capri GT), 32 m 16.0 s; 3, Roger Bell (3.0 BMW Si), 32 m 19.4 s; 4, Mike Crabtree (3.0 Ford Capri GT), 33 m 2.6 s.

Over £1500 class: 1, Lanfranchi, 77.04 mph; 2, Spice; 3, Bell. **Fastest lap:** Bell, 2 m 6.8 s, 78.39 mph.

£1051 to £1500 class: 1, Barrie Williams (2.3 Vauxhall Firenza SL), 74.88 mph; 2, Tim Stock (2.3 Vauxhall Firenza SL); 3, Alison Davis (1.6 Fiat 124 Special T). **Fastest lap:** Williams, 2 m 10.6 s, 76.11 mph.

£801 to £1050 class: 1, Ivan Dutton (1.3 Ford Escort Sport), 69.82 mph; 2, Mike Bundy (1.8 Morris Marina Coupe); 3, Mac Ross (1.3 Mini-Clubman GT). **Fastest lap:** Dutton, 2 m 19.4 s, 71.30 mph.

Up to £800 class: 1, Eric Horsfield (1.5 Moskvich 412), 65.01 mph; 2, John Worton (1.0 Mini Mk 3); 3, John Hazell (1.5 Moskvich 412). **Fastest lap:** Hazell, 2 m 27.2 s, 67.52 mph.

Wella for Men Formula Ford Championship round (10 laps): 1, Roger Manning (Elden-Piper Mk 10), 20 m 40.4 s, 80.14 mph; 2, Peter Harrington (Cougar-Scholar 73F), 20 m 51.0 s; 3, Denny Shattuck (Elden-Piper Mk 10), 21 m 5.8 s; 4, Peter White (Palliser-Rowland WDF2), 21 m 34.4 s; 5, Tom Wentz (Elden-Piper Mk 10), 21 m 50.0 s; 6, Jorge Koechlin (Merlyn-Scholar Mk 20A), 22 m 47.4 s. **Fastest lap:** Manning, 1 m 59.6 s, 83.11 mph.

Esso Uniflo Special Saloon Championship round (10 laps): 1, Chris Meek (2.0 Ford Escort BDA), 20 m 52.4 s, 79.37 mph; 2, Bob Fox (1.3 Mini-Clubman TC), 20 m 53.4 s; 3, Mick Hill (4.7 Ford Capri V8), 20 m 54.2 s; 4, Ian Briggs (1.3 Mini-Cooper S), 21 m 15.2 s.

Over 1300 cc class: 1, Meek, 79.37 mph; 2, Hill; 3, Tony Sugden (1.9 Ford Escort TC). **Fastest lap:** Hill, 2 m 1.0 s, 82.15 mph.

1001 to 1300 cc class: 1, Fox, 79.29 mph; 2, Briggs; 3, Michael Hamlyn (1.3 Mini-Cooper S). **Fastest lap:** Fox, 2 m 5.12 s, 79.39 mph.

CADWELL

Toft stars in Monoposto

Man of the Meeting at Cadwell Park on Sunday was undoubtedly Brian Toft who drove an inspired race in his front-engined Anco to snatch second place in the Sta-Power Monoposto Championship race after a spin on the opening lap had left him trailing the field by a huge margin. The Monoposto race was one of two championship rounds at Lincoln MC&CC's meeting, the club using the full 2.25-mile circuit for the first time. With a series of blizzards during practice and the opening races, tyre choice became a gamble and Toft's efforts in the Mono race were the more laudable since he chose to run on minute wheels fitted with Firestone Torinos, the rest of the competitors being on some form of racing rubberwear; he also set the fastest lap! Leader throughout after Toft's indiscretion was 1972 Champion Trevor Scarratt whose immaculate Brabham BT18 simply walked away with the race, a pattern to be followed throughout the afternoon's racing. Toft tore through the field after his spin at Park, and was third by lap 7, no one expecting him to improve further, but on the last lap he shot past Brian Jordan's Nike. The only really car-damaging incident of the whole day came on the third lap when Anthony Sandar's Whippet broke its suspension and hit the bank on the straight losing a wheel.

The 750 Formula brigade had the honour of starting the 1973 Cadwell motor racing season, in a blizzard! Mike Street had a very easy win in the DC plus, unaltered since last year and still fitted with a full-width front. After an early spin Roy Lewington (Centaur) retired leaving Tim Green's Time Mk 2 safe in second place, the rest were very wide spread. Still where else can one see a Jaybird, a Mystic, or a Tiny Clanger racing?

A very thin turn-out of Production Saloons was intermingled with the up to 1-litre special saloons and what a race it turned out to be. Practice, again in a snowstorm, saw Barry Williams in the G.N. Ltd Vauxhall Firenza on pole but from the fourth row (Cadwell now adopting the two-by-two grid) Martin Sellicks' fuel-injected Marque Cars Racing Cooper S powered into second, disposed of Williams on the opening lap and vanished into the distance, winning by almost threequarters of a lap. Williams was driving superbly and held off the rest of the "Specials" for several laps eventually finishing in sixth, the last car not to be lapped by Sellicks. The second place dice was fierce, Dave Stafford's Bevan-engined 850 Imp holding off the 1-litre Coopers of Rod Macdonald and Roger Turner until near the end when the petrol began to run out.

The Formula Ford event was perhaps the most boring yet seen at the circuit but it provided the talented Peter White with a well-deserved win in his Palliser.

Gerry Marshall's success or otherwise in the second Special saloon event depended on just one thing, the Thames TV Firenza's gearbox.

Having broken yet another box in practice Gerry kept the revs down until the final laps when he again booted it for the benefit of the spectators, however, despite the somewhat gentle drive the replacement box was also almost cooked by the end. Tony Sugden drove his usual smooth and controlled race for second but his Escort TC couldn't hope to match the Vauxhall's power. Behind the Coopers of Brian Bird and Freddy Heaney came the largest car to be seen at Cadwell, Tony Strawson's much-raced Ford Falcon which sounded fabulous through the valley. Jeremy Lawrence tried everything to squeeze past in his Viva GT until he ran out of brakes.

KIRKISTOWN

Harkness sets the pace

In cold but mainly dry weather the Northern Ireland racing season got off to quite a good start at Kirkistown on March 31 with better than average fields for the time of year and the Formula Fords in particular provided excellent entertainment. Winner of this race was that most consistent of Formula Ford drivers, Crawford Harkness, in his well used but beautifully prepared Malcolm Templeton Lotus 69. But by no means did he have things all his own way and on the opening lap the lead was held by the hotly tipped Paul Eastwood in a brand new Crossle 25F with Gary Gibson, one of last year's finds, pressing strongly in third place.

After a couple of laps Eastwood was relegated to third place leaving Harkness and Gibson to entertain the crowd with some good wheel to wheel stuff. Eventually Gibson overdid things at Colonial and dropped back to a distant third while Eastwood finished second, close but not quite in touch with Harkness. For several laps the battle for fourth place provided plenty of fun with newcomer David Kennedy showing plenty of fire in an old Merlyn Mk 11 until he eventually fell back after spinning twice on one lap. Disappointingly last year's sensation, Jay Pollock, was a non-runner and he looks all set to join the large band of Irish drivers with plenty of talent but little ambition.

The saloon race also provided a good ration of entertainment with John Graham (2000 Escort) and Robb Pollock (1993 Cooper) having a very close quarter battle for four laps until the cars made contact at Colonial and Pollock retired. This left Graham seemingly with the race in his pocket from a hotly, but vainly, pursuing Tony Forsyth until suddenly the Escort pulled into the pits with the oil pressure light blazing as a result of a damaged oil seal and this left Forsyth a surprised overall winner, probably for the first time in his career. Bob Francey (998 Imp) and Geoff Symes (1293 Cooper) had a ding-dong battle from start to finish with Francey surprisingly getting the verdict on the drag out of the hairpin on the last lap.

For many years Northern Ireland has had an extremely high standard of *formule libre* racing but for once the field for this event did not look promising with people such as Tommy Reid (no engine), John Pollock (no car), Brian Nelson (retired), John L'Amie (no engine) and John Smith (still suffering

BDA troubles after a full season of bother last year), on the sidelines. From the flag Ken Fildes took his rebodied and front radiated Crossle-Vega 22F into the lead from Nelson Todd, driving his old Brabham BT30 FVC, instead of his ex-Nelson Crossle-Hart 22F which blew a piston in private practice, with Patsy McGarrity third in his ex-Roger Williamson March-BDA 722 and Roy Courtney taking things cautiously as he got to know the beautiful ex-Cevert March 722 BDA. Paddy Farrelly soon retired the ex-Pollock Lotus 69 FVA with a blown clutch and the race was somewhat processional with Fildes on his own although Todd did try mighty hard to the extent of going off at Colonial One and setting fastest lap of the race. McGarrity was a distant third, complaining bitterly of misfiring.

Of the other races Arnie Poole had a good win in the Modsports Handicap although the handicappers were a little bit generous in giving him 15 seconds start over Owen North's similar Midget and both were in luck when Mike Nugent's Elan, which looked as if it would win easily off scratch, rolled to a halt on the back straight with a broken gearbox. David Furlong, making a return to Kirkistown after a break of three years, won the Clubman's race easily in his U2 with Maurice Stirling second and Eddie Irvine third.

ESLER CRAWFORD

Modsports Handicap (15 laps): 1, Arnie Black (1293 MG Midget), 17 m 29.4 s, 74.42 mph; 2, Owen North (1293 MG Midget), 17 m 32.0 s; 3, Joan Dobbs (2500 Datsun 240Z), 18 m 47.4 s. **Fastest lap:** Owen North, 1 m 10.2 s, 78.38 mph.

Formula Ford (15 laps): 1, Crawford Harkness (Lotus 69), 16 m 44.2 s, 82.13 mph; 2, Paul Eastwood (Crossle 25F), 16 m 45.8 s; 3, Gary Gibson (Crossle 16F), 16 m 54.2 s. **Fastest lap:** Harkness and Gibson, 1 m 5.6 s, 83.94 mph.

Saloon Cars (15 laps): 1, Tony Forsyth (1.3 Downton Mini), 18 m 13.0 s, 75.46 mph; 2, Bob Francey (1.0 Pink Stamps Stiletto), 18 m 35.4 s; 3, Geoff Symes (1.3 Cooper S), 18 m 35.6 s. **Fastest lap:** John Graham (1.2 Ford Escort) and Robb Pollock (1.3 Cooper S), 1 m 9.0 s, 79.69 mph.

Clubmans (15 laps): 1, David Furlong (1.6 U2 Mk 11B), 16 m 45.8 s, 82.00 mph; 2, Maurice Stirling (1.6 Brabham BT23), 17 m 2.2 s; 3, Eddie Irvine (1.0 Chevron B17C), 14 laps. **Fastest lap:** Furlong, 1 m 3.0 s, 87.26 mph.

Racing cars up to 2000 cc (15 laps): 1, Ken Fildes (Crossle-Vega 22F), 14 m 39.4 s, 93.78 mph; 2, Nelson Todd (Brabham BT30 FVC), 14 m 47 s; 3, Patsy McGarrity (March BDA 722), 15 m 15 s. **Fastest lap:** Todd, 57 s, 96.46 mph.

Open Handicap (10 laps): 1, Gordon Drew (1.0 Imp), 11 m 32.8 s, 65.38 mph; 2, Matilda Molloy (1.1 AH Sprite), 11 m 45 s; 3, Tony Forsyth (1.3 Downton Mini), 11 m 50 s. **Fastest lap:** Forsyth, 1 m 16.4 s, 73.97 mph.

With Roger Craven non-starting his L&K Team Racing GRD with no oil pressure the *libre* event looked, and was, a cert for Martin Webb in his F/Atlantic Chevron-Hart B25-BDA. Peter White, winner of the FF race, scored a remarkable second place in the Palliser, for one who admits to only "dabbling

in racing" he is a driver to be watched. White steadily pulled away from Les Aylott in the 1300-BDA-engined Ardua who seemed to be having a happier drive than at Snetterton the previous week.

MIKE DIXON

Fastest lap: Williams, 2 m 00.6 s, 67.16 mph (establishes record).

Special Saloon Cars, up to 850 cc: 1, Dave Stafford (850 Hillman Imp), 20 m 21.0 s, 66.39 mph; 2, Graham Boulton (850 BLMC Mini); 3, Paul Hutson (850 BLMC Mini). **Fastest lap:** Stafford, 1 m 53.0 s, 71.68 mph.

Formula Ford (10 laps): 1, Peter White (Palliser-Rowland WDF2), 17 m 51.4 s, 75.60 mph; 2, Glen Eagling (Lotus-Bectune 61), 18 m 04.6 s; 3, Richard de la Rue (Royale-Rowland RP 16), 18 m 27.2 s; 4, Nick Dore (Alexis Mk 18F), 18 m 43.2 s; 5, A. R. Daceler Moura (Dulon MT15), 18 m 43.8 s; 6, Paul Sleeman (Crossle Scholar 20F), 18 m 46.6 s. **Fastest lap:** White, 1 m 45.6 s, 76.70 mph.

Special Saloon Cars: 1000 to 1300 cc, over 1300 cc (10 laps): Overall: 1, Gerry Marshall (2.3 Vauxhall Firenza), 17 m 49.6 s, 75.73 mph; 2, Tony Sugden (1.9 Ford Escort TC), 18 m 20.6 s; 3, Bernard Bird (1.3 BLMC Cooper S), 18 m 32.2 s; 4, Freddy Heaney (1.3 BLMC Cooper S), 18 m 39.4 s.

1000 to 1300 cc class: 1, Bird, 18 m 32.2 s, 72.83 mph; 2, Heaney; 3, Graham Wood (1.3 BLMC Cooper S). **Fastest lap:** Heaney, 1 m 48.0 s, 75.00 mph.

Over 1300 cc class: 1, Marshall, 17 m 49.6 s; 2, Sugden; 3, Tony Strawson (4.7 Ford Falcon), 9 laps only. **Fastest lap:** Marshall, 1 m 44.4 s, 77.59 mph.

Formule libre: up to 1500 cc and over 1500 cc (10 laps): Overall: 1, Martin Webb (1.6 Brabham-Hart B25-BDA), 16 m 35.4 s, 81.37 mph; 2, Peter White (1.6 FF Palliser-Rowland WDF2), 17 m 19.0 s; 3, Les Aylott (1.3 Ardua Mk 3-BDA), 17 m 44.6 s; 4, Dave Goodwin (1.0 Gremlin).

Up to 1500 cc class: 1, Aylott, 76.08 mph; 2, Goodwin; 3, Graham Bowskill (1.0 Brabham-Ford BT15). **Fastest lap:** Aylott, 1 m 44.4 s, 77.59 mph.

Over 1500 cc class: 1, Webb, 81.37 mph; 2, White; 3, Denis Batchlor (1.6 FF Titan Mk 6). **Fastest lap:** Webb, 1 m 37.6 s, 82.99 mph.

Reliant 750 Formula Championship round (6 laps): 1, Mike Street (600 DC Plus), 13 m 43.2 s, 59.04 mph; 2, Tim Green (642 Time Mk 2), 14 m 02.8 s; 3, John Gillies (642 JGS Mk 2), 14 m 11.6 s; 4, Ian Bates (642 Reliant Special), 14 m 16.2 s; 5, Robin Smith (803 Warren Reliant s/c), 14 m 36.4 s; 6, Andy Wotherpoon (642 Jaybird), 14 m 37.4 s. **Fastest lap:** Street, 2 m 14.8 s, 60.09 mph (establishes record).

Sta-Power Monoposto Formula Championship round (10 laps): 1, Trevor Scarratt (1.6 Brabham-Cosworth/PMED BT 18), 19 m 56.0 s, 67.73 mph; 2, Brian Toft (1.6 Anco-Ford), 20 m 21.8 s; 3, Brian Jordan (1.6 Nike-Panther-Ford), 20 m 22.4 s; 4, Graham Bowskill (1.0 Brabham-Holbay-Ford BT 15), 20 m 50.8 s; 5, John Boughton (1.6 Brabham-Holbay-Ford BT 18), 21 m 05.2 s; 6, Mike Dee (1.6 Lotus-Ford 44), 9 laps only. **Fastest lap:** Toft, 1 m 53.6 s, 71.30 mph (establishes record).

Production Saloon Cars: up to 1800, 1801 to 11050, and 11051 to 11500; Special Saloon Cars: up to 850 cc, 851 to 1000 cc (10 laps) Overall and 851 to 1000 cc: 1, Martin Sellicks (1.0 BLMC Cooper S), 18 m 36.6 s, 72.54 mph; 2, Rod Macdonald (1.0 BLMC Cooper S), 20 m 03.2 s; 3, Roger Turner (1.0 BLMC Cooper S), 20 m 04.0 s; 4, Bill Barrett (1.0 BLMC Cooper S), 20 m 04.4 s. **Fastest lap:** Sellicks, 1 m 4.92 s, 74.18 mph.

Production saloon cars up to 1800: 1, Rod Birley (875 Hillman Imp), 8 laps, 54.84 mph; 2, Jo Bailey (1.0 BLMC Mini). No other starters. **Fastest lap:** Birley, 2 m 17.6 s, 58.87 mph (establishes record).

Production Saloon Cars 1801 to 11050: 1, Simon Kirkby (1.3 Simca Rallye), 9 laps, 62.25 mph; 2, Charles Cooper (1.3 Simca Rallye). No other finishers. **Fastest lap:** Kirkby, 2 m 07.0 s, 63.78 mph (establishes record).

Production Saloon Cars, 11051 to 11500: 1, Barry Williams (2.0 Vauxhall Firenza), 20 m 24.6 s, 66.14 mph; 2, Derrick Brunt (2.0 Vauxhall Firenza); 3, Malcolm Dixon (1.6 Ford Escort Mexico). No other starters.

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FIA — graded drivers revised

In the FIA's latest bulletin a revised list of graded rally drivers was published. They are as follows (Nationality in brackets): R. Aaltonen (SF), O. Andersson (S), J. C. Andruet (F), A. Ballestrieri (I), S. Barbasio (I), Miss M. C. Beament (F), S. Blomqvist (S), A. Boyd (GB), S. Canellas (E), G. Chasseuill (F), R. Clark (GB), B. Consten (F), B. Cultheth (GB), B. Darniche (F), J. Deschazeau (MA), J. Doidge (USA), P. Ekland (S), V. Elford (GB), O. Eriksson (S), A. Fall (GB), B. Fiorientino (F), H. Grünsteidl (A), E. Herman (EAK), V. Hubacek (CS), J. M. Jacquemin (B), G. Janger (A), T. Jones (USA), H. Kallstrom (S), L. Kinnunen (SF), A. Kullang (S), S. Lampinen (SF), G. Larousse (F), H. Lindberg (S), T. Makinen (SF), S. Mehta (EAK), H. Mikkola (SF), S. Munari (I), R. Neyret (F), J. P. Nichols (F), L. Nystrom (I), C. Orrenius (S), D. Paganelli (I), R. Pinto (I), J. F. Piot (F), R. Ponnelle (MA), V. Preston (GB), W. Röhrli (D), K. Russling (A), C. Sclater (GB), R. Shankland (EAK), J. L. Therier (F), P. Toivonen (SF), J. Vinatier (F), B. Waldegaard (S), A. Warmbold (D), S. Zasada (PL), M. Zid (CS), R. Zwitzer (USA).

Also announced is the World Rally Championship for makes 1974 and the European Championship for Drivers, events selected:

EUROPEAN RALLY CHAMPIONSHIP FOR DRIVERS

1/3 February	Arctic Rally	Finland
16/17 February	Costa Brava Rally	Spain
1/3 March	Rally San Marino	San Marino
1/3 March	Snow Rally	Finland
7/10 March	Stuttgart-Lyon Charbonnières	Germany
5/7 April	Firestone Rally	Spain
11/13 April	Isle of Elba	Italy
11/14 April	Circuit of Ireland	Great Britain
27/28 April	Criterium Alpin	France
5/11 May	Tulip Rally	Netherlands
9/12 May	YU Rally	Yugoslavia
10/12 May	Welsh Rally	Great Britain
12/19 May	Rallye Paris-St Raphael Feminin	France
24/26 May	Wiesbaden Rally	Germany
2/6 June	Scottish Rally	Great Britain
13/15 June	Semperit Rally	Austria
14/16 June	Rallye d'Antibes	France
20/23 June	Zlatni Piessatzi	Bulgaria
29/30 June	Rallye des 12 Heures d'Ypres	Belgium
5/7 July	Vltava Rally	Czechoslovakia
19/21 July	Aegean Rallye	Turkey
2/4 August	Danube Rally	Romania
28/31 August	San Martino di Castrozza	Italy
28 Aug/1 Sept	Baltic Rally	Germany
13/22 September	Tour de France	France
30/31 September	Rallye Cordatic	Hungary
4/5 October	Munich-Vienna-Budapest	Hungary
18/20 October	1000 Minutes Rally	Austria
25/27 October	Spanish Rally	Spain
26/27 October	Lugano Rally	Switzerland
1/3 November	Andernach-Nurburgring-St Amand-Les Eaux	France

WORLD RALLY CHAMPIONSHIP FOR MAKES

11/19 January	Monte Carlo Rally	Monaco
14/17 February	Swedish Rally	Sweden
12/17 March	TAP Rally	Portugal
11/14 April	East African Safari	Kenya
21/26 May	Acropolis Rally	Greece
12/14 July	Polish Rally	Poland
2/4 August	1000 Lakes Rally	Finland
11/15 September	Austrian Alpine	Austria
3/6 October	Italian Rally	Italy
16/20 October	Press on Regardless	USA
31 Oct/4 Nov	Rally of the Rideau Lakes	Canada
15/20 November	RAC Rally	Great Britain
30 Nov/1 Dec	Tour de Corse	France

The Italian Rally has an alternative date of 17/20 August. New Zealand's Heatway Rally will replace the first of the four overseas rallies to be cancelled or disqualified.

Control of Motor Rallies Bill — a threat to the sport

Last Wednesday the Control of Motor Rallies Bill was given a formal first reading in the House of Commons. The Bill's sponsor, Labour MP Mr Roderick for Brecon and Radnor said he had received complaints about dangerous driving, rudeness and abuse, though the main reason for the Bill was concerning

noise. The Bill would take controlling power for rally authorisation away from the RAC and would be dealt with by a new agency made up from police, local government and representatives from motor and motor cycle clubs. It is said this body would be more sensitive to local feelings.

Withers plans

Cal Withers has sold his Datsun 240Z to an enthusiast from Blackburn, and has no plans to continue the Datsun involvement. "At the time we started rallying a 240Z, British rallying desperately needed a change of car, and the 240Z suited this objective admirably. Now there is a lot more variety on the home front," Withers explained. The car is being sold with the number 4 FAC. Billy Coleman was the last guest driver of the car. Withers' next big Avenger outing will be the Welsh, when his car will be driven by Fidler with-in the official manufacturer's team with John Bloxham and Colin Malkin. Bloxham's car will have Birmingham Post support again.

ACSMC Championship — current positions

ACSMC championship points after last weekend's Scorpion are: Drivers—Allan Abrams 30, 2nd equal Ian Pettie and Alan Warne, 18, 4 David Vandervlist 15, 5 Martin Baron 11. Navigators: John Jones 30, 2nd equal Tony Pettie and Barry Cooper 18, 4 Tom Bigwood 15, 5 Graham Smith 11.

Chris Coburn is rallying this weekend in Denmark at the invitation of Hans Kolby Hansen, champion last year in an Opel and now a Vauxhall man. The car he will be using is the G1 vehicle built for David Hardcastle but subsequently bought back.

Farnborough DMC hope to overcome their insurance trouble for the use of Army land for their Dimanche Tour, though the date has been put back to June 10th. The cause was an unexpected claim from the Land Agents.

Bath Motor Club require marshals for the Chieftain Rally on Easter Sunday. If you can help contact: John Milne, 28 Southview Road, Trowbridge, Wiltshire. Telephone 61779.

Warne takes the Scorpion

Alan Warne and Barry Cooper won last Saturday's joint ASEM and ACSMC championship brain teaser, the Scorpion, a rally which placed much of the emphasis on navigation though this was only at a moderately complicated level. A full 120 entry tackled this 180 mile rally, which included sections over the Hampshire and Berkshire downs as selectives, although these counted for little in the final analysis.

Faces new and old were to be found at the Newbury start: old like the ACSMC champion brothers Pettie, the Imp man Vandervlist, the ASEM champion Chris Daisy and the evergreen Tony Maslen, new like the Watson and Baron duo with their immaculate Willment Mexicos, Allan Abrams who this year is running away with the ACSMC series, and Alan Warne who has taken over driving from his wife who rolled the family Escort on last year's Dimanche

Southern Rally

The first Kleber Southern Rally, organised by the Southern CC takes place over May 19/20th. Route, through Sussex is 180 miles with very few white roads included. Further details from: Mrs V. Marchant, 98 Bishopsford Road, Morden, Surrey. Day 'phone: 01-648 1826.

Marshals are required for the above event, any offers to: George Nixon, 29 Denham Crescent, Mitcham, Surrey. 01-648 8077.

Due to pressure of space it has been necessary to condense Special Stage this week.



SMT — Vauxhall rally programme

SMT, Scotland's Vauxhall Distributors who are successfully involved in saloon racing activities will be entering into rallying on a professional scale. Mr David Porter of SMT has confirmed their forthcoming involvement. Although there are various rumours of sponsors and drivers, SMT have no fixed plans. Certain top drivers are being considered though none have been signed. It is unlikely that SMT's rally activities will commence until next year, the schedule depending entirely on the development progress of the programme with no commitments until SMT are sure they have a competitive and reliable car.

Tour. Maslen felt confident that his ex-Waldegaard Porsche would stand up well to the rougher tracks that lay ahead, though Dave Grimes doubted his decision to drive his wife's shopping Mini, without so much as a sumpshield, after his own Cortina Mk 3 had been written off in a road accident. He claimed it had suffered a side impact from a Lambretta recently, laughable perhaps until you see how well he did in the final reckoning. If he could come fourth overall in that Mini, you'd believe anything he'd say!

The Petties had their bad luck when a shocker broke on the first, rough, selective and they stopped before the next section to remove it, and their good luck when they heard the hissing of a deflating tyre when they had time to change it free from penalty. Maslen was last seen up on the downs west of Goring after apparently going off whilst

Ex-team manager's view of Lotus changes

All the glamour of success seems to have affected Mr Warr's memory (March 29). I had written to him myself from Indianapolis (after he had told me his slot empire had died disastrously some months previously) telling him I was resigning from Team Lotus as soon as Chapman would accept both my resignation and my suggestion as to whom would a suitable replacement: after lengthy discussions Chapman eventually accepted both my resignation and the replacement.

The problems listed in 1969 were no fault of the management as they struggled with one abortive development project after another, and certainly played no part in the new appointment. Warr also uses the "wilting under the strain" cover to good advantage—no doubt he remembers the exact reason for my resignation which was the highly comical but exasperating politics of Group Lotus at that time, threatening to, and very nearly succeeding in, engulfing the team completely. The wilting nonsense was a cover to maintain good relations all round, which does not appear to be a quality sustained to any determinable degree by my successor.

Perhaps those with better memories will remember that the small Team Lotus band of those days had brought considerable success simultaneously to six categories of racing and only one season's results spell out their efforts in admirable fashion:

World Champion Constructors Formula 1
World Champion driver
Winners, Indianapolis
Formula 2 Champions (French)
Formula 2 Champions (European)
Saloon car champions
Tasman champions.

The "accounting mess" remains a puzzle to me. I can only think the team accountants

became bored by the severe cutback in the racing programme that took place the year after I left.

CLEEVE, BRISTOL.

ANDREW FERGUSON.

A marshal comments on CSI flag rules

I am very concerned to read the CSI's new proposals regarding the yellow flag. While accepting the sense behind the idea, the details will make matters worse, and not better. Three examples at different circuits will illustrate the position:

(a) At Brands Hatch a car spins at Bottom Bend, and a waved yellow is required at Post 8. Under the new ruling a stationary yellow will be required at Post 9 (behind the pits). Driver approaching this cannot see Post 10 (South Bank) and therefore cannot know whether Post 10 has a green or a waved yellow.

(b) At Silverstone a car spins between Maggotts and Becketts on the GP circuit, again needing a waved yellow at Maggotts. Driver approaching the stationary yellow at Becketts will not know whether there is a green or waved yellow round Becketts.

(c) At Mallory Park a car goes off on Stubbs straight requiring a waved yellow on Stubbs straight. Driver approaching the stationary yellow at Paddock Gate will not know whether there is a green or a waved yellow at Paddock Entrance. Numerous similar examples can be given at these and other circuits, and they show that there could be potential confusion.

I would be prepared to agree with the idea of the green flag but surely it would be much better to have the green at the post after the incident and make a rigid sale of no overtaking between the stationary yellow and the green. This would then remove all doubt in drivers' minds.

As an additional point, if the proposed

new system is introduced it will be necessary to have two yellow flags at each post, and the person on the blue flag will not only have to watch the race for the purposes of the blue flag, but will also have to watch for a waved yellow at the post before. This could reduce the effectiveness of blue flag marshals.

BIRMINGHAM.

GEOFFREY LITTLER.

Justice and honesty

I was very surprised to read that the Clan homologation was suspended by the FIA. Although the number of 500 has probably not been reached, it is more than certain that the Clan is a genuine production GT.

I hope you will start a campaign for justice and honesty, because the FIA cannot be allowed to suspend the Clan and to authorise the biggest cheating ever seen in motor sport, ie, the so-called homologation and eligibility of the BMW racing engine sold in limited numbers to March.

Every child on the continent knows that the BMW engine is not a "bolt-on option" as required by the FIA (art. 260 b(b)), that the kit cannot be fitted under any conditions to the BMW 2002 saloon, neither with normal nor with special tools and without it being necessary to machine or to modify the remaining parts. It will never fit to the car in its normal series-production configuration. Moreover, the necessary quantity has never been reached as rods, pistons, camshafts, etc, were and probably are still not available.

I still have faith in the British sportsmanship and believe that during some of the next F2 races in Britain a courageous man will bring over a BMW 2002 saloon in its normal series configuration and try to fit the March-BMW cylinder head to the car, under RAC control. Only to do justice to our common sport.

FRANCONVILLE, FRANCE.

DANIEL MARTIN.

there was unexpected trouble when a marshal started giving WD's at PC 10 unexpectedly. Clerk of the Course John MacNeill explained that tracks appear without warning from week to week up there, so these penalties had to be deleted. Stan Dukes retired at the half way garage when the engine moved and also the sump caught the crank, and Chris Daisy lost his chances when he sailed through PC9 without stopping. The regs for this rally were explicit about requiring signatures.

The second half followed much

the same pattern as the first, the sections included a map-trace, a novel pace-note section to take crews from map 157 to 158 where the M4 workings have not yet been charted, a herring-bone and other more orthodox instructions, the roads being often loose-surfaced. Allan Abrams arrived at the finish with a wing that was mis-shaped, although the J & N Coachworks Escort TC driven by Ted Thomas retired with bent valves and had afterwards to be retrieved by its team-mate Mexico. Mick Maginn's Escort TC stuck fast in some

ruts and retired, by all accounts, and despite some enthusiastic driving down the tracks by Dave Sherwood the penalty of an earlier missed passage check could not be overcome. Mike Wood's Saab broke a hose near the finish, and like the Twin Cam only made the finish on the end of a tow rope.

This year's Scorpion was noteworthy for the number of crews who completed all the route, including the many little detours from the obvious roads where tell-tale marshals lay in store, but the disparity of the penalties

showed just how much emphasis was resting on quickness and accuracy from the left hand seat.

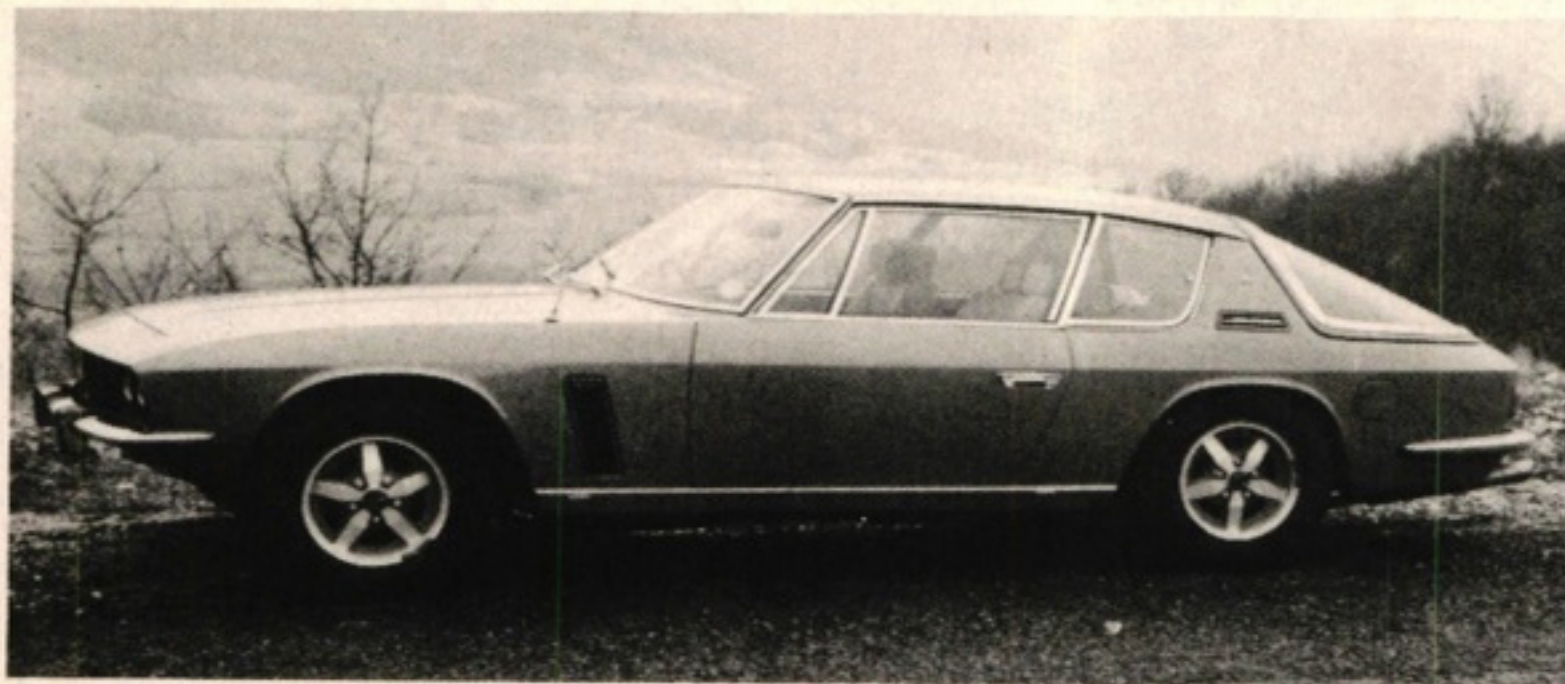
RESULTS SCORPION RALLY

1. Alan Warne/Barry Cooper (1.6 Ford Escort GT), 33 m 48 s; 2. Ian Pettie/Tony Pettie (1.3 Mini Cooper S), 36 m 09 s; 3. David Vandervlist/Tom Bigwood (1.0 Hillman Imp), 43 m 10 s; 4. David Grimes/Roger Powell (850 Mini), 50 m 27 s; 5. Martin Baron/Graham Smith (1.6 Ford Escort Mexico), 51 m 15 s; 6. Chris Gay/Tony Delaney (1.3 Mini Cooper S), 60 m 36 s; 7. Peter Watson/Peter Hawes (1.6 Ford Escort Mexico), 64 m 43 s; 8. Allan Abrams/John Jones (1.6 Ford Escort Mexico), 66 m 53 s; 9. John Barnes/Doug Moore (1.6 Ford Escort TC), 67 m 54 s; 10. Brian Hazell/Lesley Hazell (875 Sunbeam Imp Sport), 69 m 1 s. Novice: David Canton/Jim Phillips (1.3 Ford Escort GT), 1 fail 45 m 15 s.

Second overall—Ian and Tony Pettie's Mini-Cooper 'S'.

Alan Warne and Barry Cooper — Scorpion winning team.





If the design is conventional, the execution is superb. The body is beautifully made.

Improving the breed

There is a lot of pleasure in driving a car with a small, high-efficiency engine, keeping up the revs by using the gearlever with skill. Nevertheless, there is no sensation in motor-ing to equal a big, lazy engine doing most of its work on a fractional throttle opening, with hundreds of horsepower in reserve to out-drag the opposition with contemptuous ease on occasion.

For this sort of luxurious travel, the big American engines take a lot of beating. They have been developed over the years at vast expense, and provided they are left in stand-ard condition they have a phenomenally long life with absolute reliability. Some American cars are totally unsuited to European condi-tions, while their unrestrained styling and juke-box interiors are not to everybody's taste. What is wanted is a craftsman-built coupé, with handling characteristics to suit British and Continental roads, but with lots of effortless American horsepower to push it along. Such a car is the Jensen.

The Jensen has been built to the same basic design for many years. Yet, for no obvious reason, the roadholding, handling and braking have undergone a steady improvement until they are incomparably better than they were. The disadvantages of a live rear axle are always obvious when one drives a light car, but with a larger and heavier vehicle the ratio of sprung to unsprung weight can be much more favourable. Though an inde-pendent or de Dion rear end would still have theoretical advantages, the Jensen de-signers have probably decided that the proved reliability of their existing axle, not to mention the reduction in the number of parts subject to wear, make this classical solution the best. When universally-jointed driveshafts become available which will transmit nearly 300 bhp for year after year without developing back-lash, perhaps we shall be offered an all-independent Jensen.

If the design is conventional, the execution is superb. The body is beautifully made and the standard equipment includes all the extras available on other cars, such as refrigerated air-conditioning. Naturally, the windows are raised and lowered electrically, while a most useful thing is the electrical control on the driver's door to lock or unlock the passenger's door—with a wide car this saves a lot of stretching. A good point is the delay switch, which keeps the courtesy lights on for half a minute after the doors are closed, and the electric trap-door for the fuel filler saves waste of time fiddling with keys. These small but practical features make all the difference

on a long, fast journey.

When Gethin Bradley proposed the road test of the Interceptor III, I at once suggested using it for the Geneva Show trip. I choose horses for courses and I wanted to perform this long and demanding journey in sinful luxury, as a contrast to the frenzied little Alpines which had provided such memorable transport in 1971 and '72. When I swept into Geneva in splendour and silence, some of my jealous friends immediately suggested that Bolster must be very rich to drive nearly 1500 miles in a 7.2-litre car.

In fact, I used less fuel than a friend with a considerably smaller engine, admittedly with four more cylinders, and the Jensen drinks the cheapest petrol you can get. If a man spends over £6,000 on his car, he probably does not have to worry over-much about fuel consumption and he knows that, to some extent, such effortless speed and acceleration must be paid for when refuelling. That the robust construction and the simplicity of the design ensure low maintenance costs is cer-tain, but about 15 mpg is the best you can hope for if you drive fairly fast in England. Cruising at over 100 mph on the Continent, 12 or 13 mpg is more usual, and if you have a long burst at 130 to 140 mph, you had better call at the next filling station. Frankly,

few people apart from test drivers do much travelling at such speeds, in spite of what they claim in the bars, and for me the tre-mendous performance more than justifies the consumption.

The performance figures are made possible by the quite exceptional traction. The big engine is set well back and, for some unknown reason, the rear axle never tramps or hops. Of course, the wheels spin on the getaway, even with automatic transmission, but there-after all the power goes into the road, the up-changes being so smooth that they are literally imperceptible. The Jensen is a big, heavy car with lavish equipment but 0-60 mph in 6.4 s, or 0-100 mph in 17.6 s, show that one is unlikely to be challenged on the road, as does an easy 135 mph, with 140 mph just possible.

Indeed, on my trip to Geneva I found nobody who could match the Jensen, except when my conscience bade me lift my foot for economy reasons. My best fun was when I found two Citroëns, of the Maserati-engined variety, slipstreaming each other at a steady 130 mph. To leave them behind, I had quite a few kilometres at 140 mph, which is just below the start of the red mark on the rev-counter. The car goes through curves well at this speed and tough side wind can be felt, stability is outstanding for a rear-drive car. One does not feel inclined to fling a car of this weight into sharp corners, though its overall width is moderate for this class of luxury speed-model and it seems surprisingly compact in traffic. Understeer and roll are both quite gentle and the acceleration out of sharp bends is most impressive.

The ventilated disc brakes cope admirably with their considerable task. There is some bump-thump at slow speeds but the level of road noise is low at more usual velocities. Some wind noise is evident around the rear quarters but this is strictly moderate. The great engine makes little sound, never seeming to be highly stressed, and that ultra-smooth transmission is totally silent. When the engine is idling, the two huge exhaust pipes make an aristocratic gurgle, rather like a duke's bath water going down the plug 'ole.

Although the ride is fairly firm, it is far better than one would expect of so classical a chassis design. Many people prefer a sus-pension which gives a feel of the road rather than a floating sensation. The power-assisted steering is light at all times but retains enough feel for full and certain control. The seats are most comfortable and of course one sits on the best Connolly hides, which have that expensive aroma. The interior treatment is impeccable and both the exterior and the upholstery of the test car were in

The Jensen: a craftsman-built coupé with lots of effortless power to push it along.



Road test

a discreet light green—immensely smart yet inconspicuous.

The pleasure of handling such a beautifully made machine cannot easily be put into words. Though the sheer performance is highly spectacular, it is the way the doors close, the lazy idling of the engine at 100 mph, and the refrigerated breathing air coming from four adjustable vents, that make this such a special car. If these are the things that appeal to you, then the Jensen is not expensive, for it has an air of quality about it that cannot be excelled at any price.

The long Geneva trip became even longer than expected because, on the way home, there was one of those international financial dramas and the French banks refused to change travellers cheques. Luckily, there was just enough petrol in the tank to make a return to Switzerland, driving carefully, where I changed the cheques and started all over again. After a memorable drive through France, the Jensen reached the Townsend Ferry at Calais in perfect condition. Not so a large German car with pneumatic suspension, which had evidently found the rough roads of Northern France too much for it and collapsed drunkenly on the floor with its rear wheels akimbo. There's nothing to be said for a good old axle and semi-elliptic springs, after all!

Car tested: Jensen Interceptor III 2-door, 4-seater coupé, price £6,744.06 including tax.

Engine: Eight-cylinders 109.6 mm x 95.2 mm (7212 cc). Compression ratio 8.2 to 1. 284 b.h.p. at 4800 r.p.m. Pushrod-operated overhead-valves with hydraulic tappets, 4-choke Carter downdraught carburettor.

Transmission: Hydraulic torque converter and 3-speed automatic gearbox, ratios 1.0, 1.45 and 2.45 to 1. Hypoid rear axle with limited-slip differential, ratio 2.88 to 1.

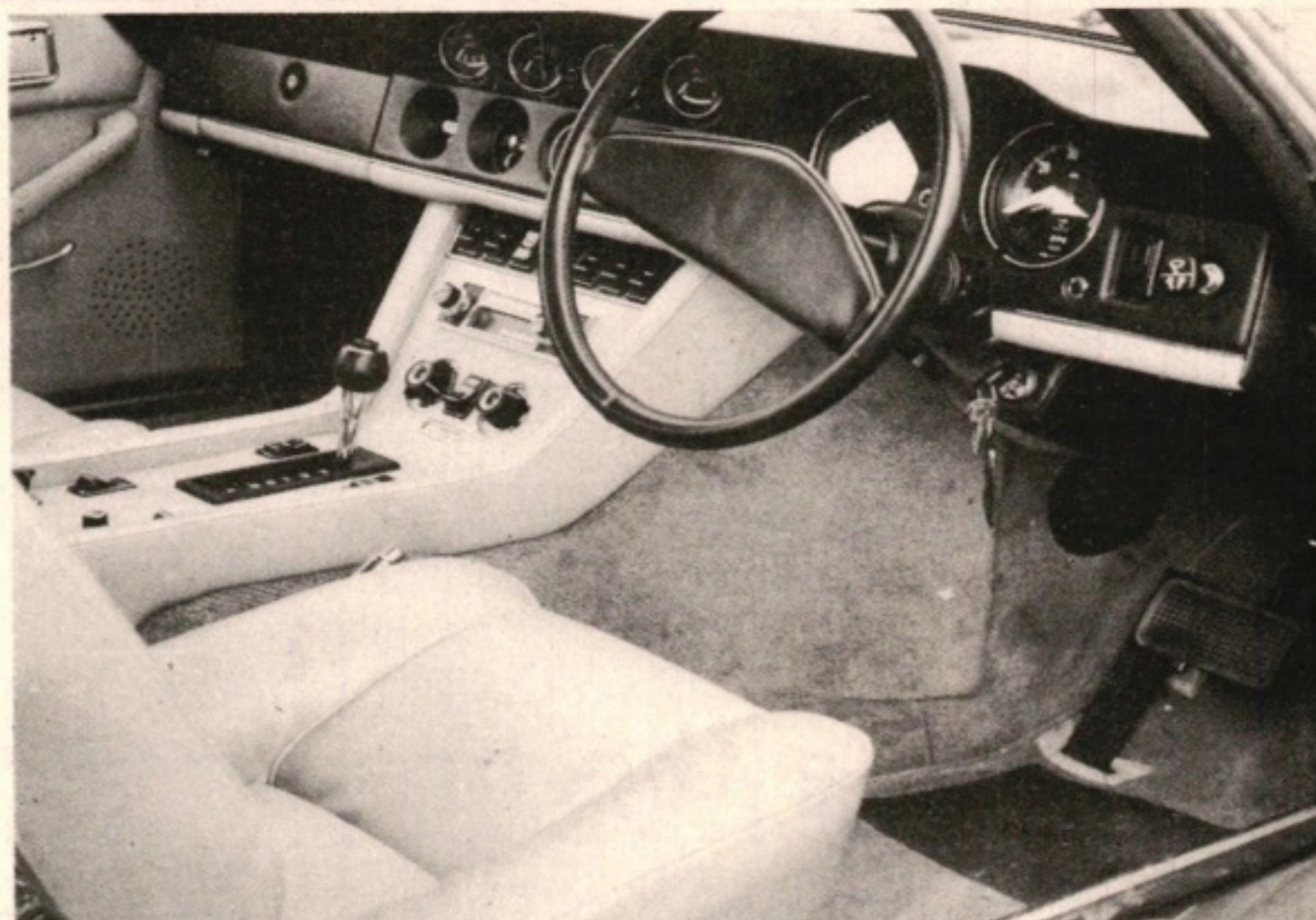
Chassis: Steel body on tubular chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Power-assisted rack and pinion steering. Live rear axle on semi-elliptic springs with Panhard rod. Telescopic dampers all round. Ventilated disc brakes on all four wheels with power assistance. Bolt-on aluminium-alloy wheels, fitted GR 70 VR 15 radial ply tyres.

Equipment: 12-volt lighting and starting. Speedometer, rev-counter, oil pressure, water temperature, and fuel gauges. Voltmeter, clock, heating, demisting and ventilation system with heated rear window. Refrigerated air conditioning. Electrically-raised windows. Electrically-operated fuel filler cap. Electric passenger door lock. Radio with four speakers. Electrically operated radio aerial. Hazard warning. Windscreen wipers and washers. Flashing direction indicators, reversing lights, fire extinguisher. First aid kit. Parking lights. Red door lights. Cigar lighter. Hazard warning.

Dimensions: Wheelbase 8ft 9in. Track (front) 4ft 8½in (rear) 4ft 9½in. Overall length 15ft 8in. Width 5ft 9in. Weight 1 ton 11 cwt 1 gr.

Performance: Maximum speed 140 mph. Standing quarter-mile 14.9 s. Acceleration 0-30 m.p.h. 2.5 s. 0-50 m.p.h. 4.5 s. 0-60 m.p.h. 6.4 s. 0-80 m.p.h. 10.7 s. 0-100 m.p.h. 17.6 s.

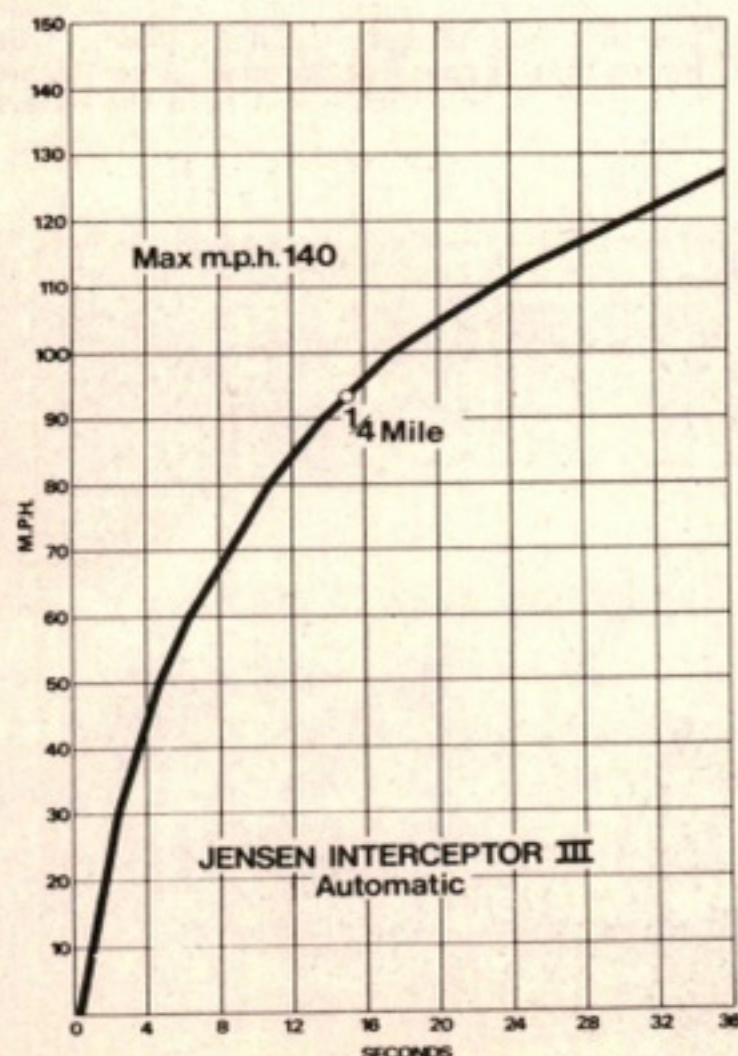
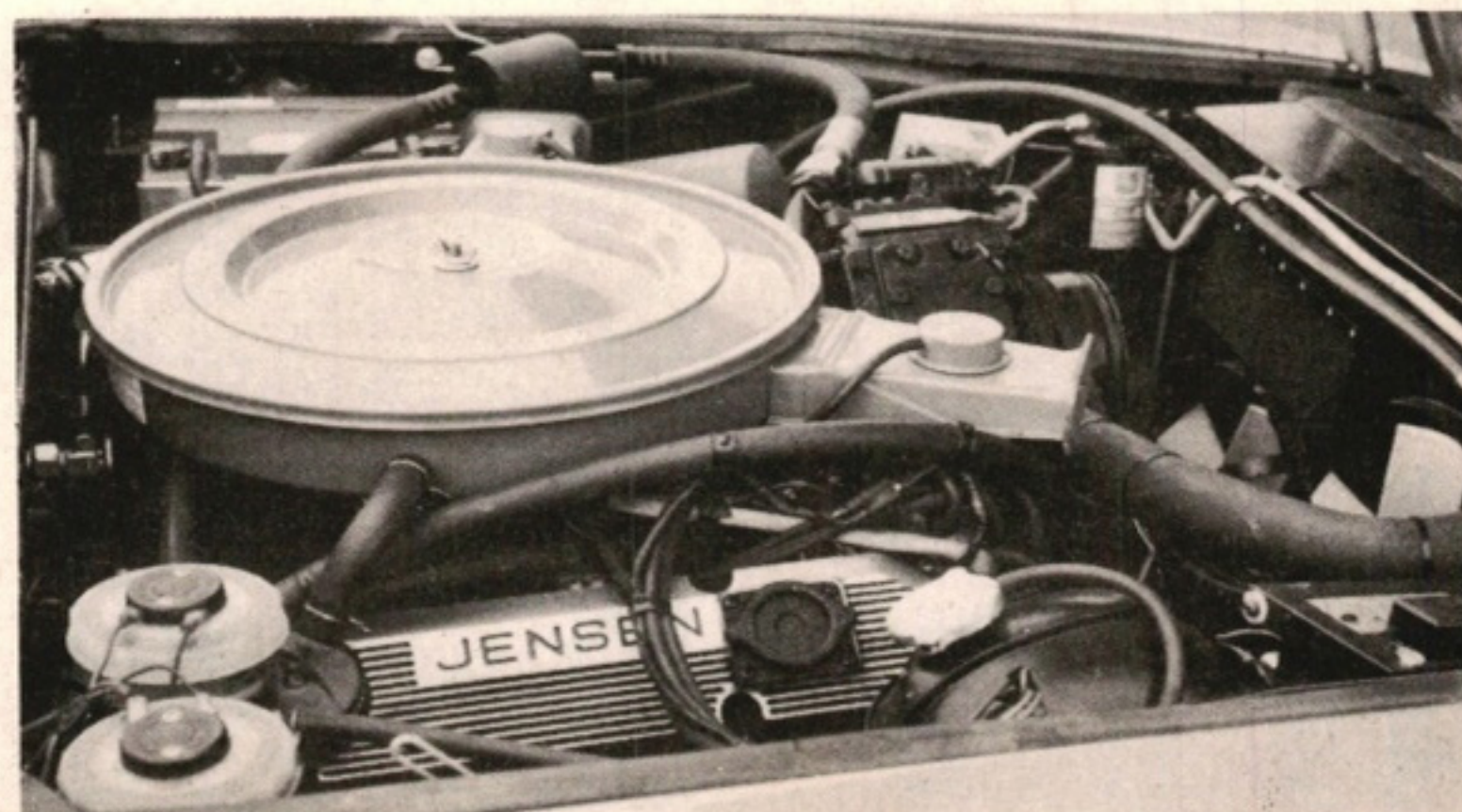
Fuel consumption: 12 to 15 m.p.g.



The interior treatment is impeccable. Below, the two huge exhaust pipes make an artistocratic gurgle like a duke's bath water going down the plug 'ole.



The great engine makes little sound, never seeming to be highly stressed.



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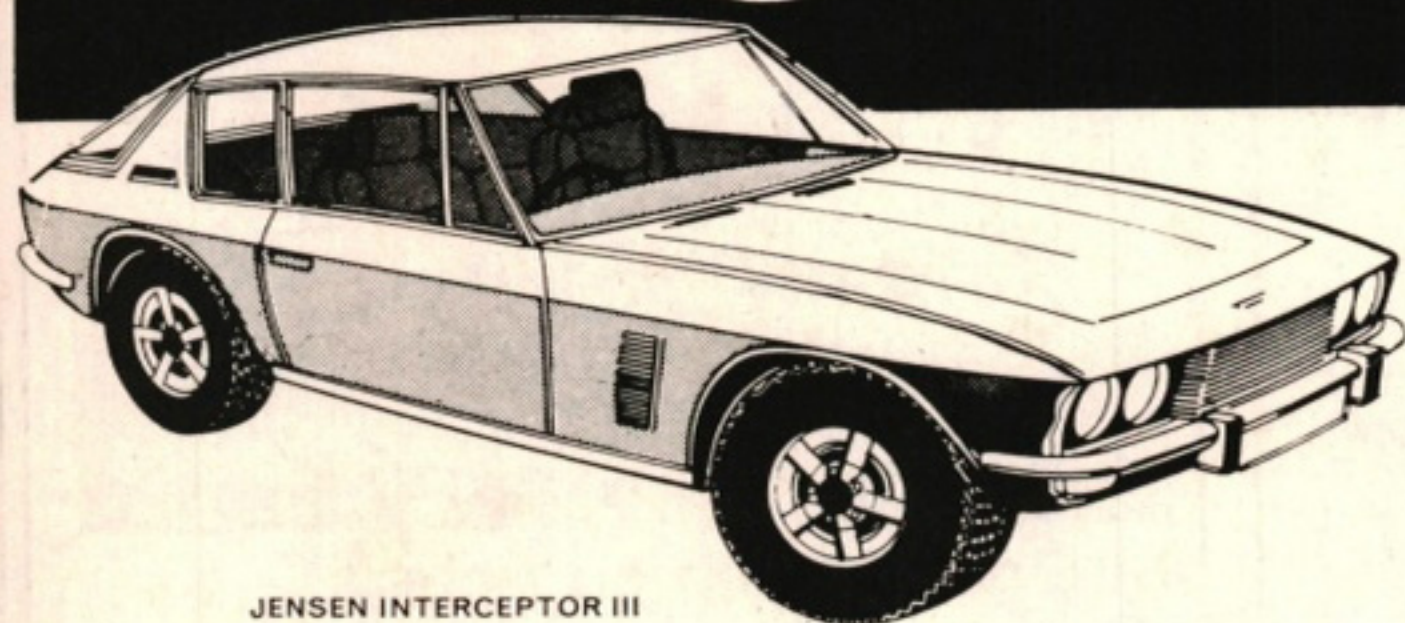
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1600 SS	Corolla
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160/180 Bluebird	1600 S
FIAT	TRIUMPH
124 124 S	2000
125 128	G.T.6
850 Coupe Spyder	Herald 13/60
FORD	2.5 P.1
Capri	Spitfire
Corsair	Toledo
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WHEN THE FLAG DROPS...

Any racing man will tell you (or me) that the start of a race is of the utmost importance and like me (or you), they don't like to mess up this sort of important moment. Recently we've seen rather a rash of jumped starts, Thruxton's mess nearly three weeks ago being the big daddy of them all when the entire front row was disqualified plus one other. Other instances include Emerson Fittipaldi's jump start at the Race of the Champions and a certain amount of dissatisfaction at last weekend's *Daily Express International*.

Perhaps starters don't realise how drivers watch the every move of their wrist. One occasionally feels that possibly a sponsor or inexperienced member of the organising club has been given the job of dropping the flag and is unsure as to when and how he should drop it. After all, he's probably got a lot of things on his mind, like watching the time-keeper, making sure no one is creeping, and running for his life just in case something goes wrong. This is the way the flag twitches.

When you've got a lot of young men on a grid, anxious to please a sponsor who may well have shelled out a lot of money on them, then they need no more than such a twitch to send them rocketing into the first corner. Points and the race are the foremost things in their minds on that grid, and one of the best ways to get those points is to be first away.

One way a driver can anticipate the flag is to watch previous races. This is where Emerson Fittipaldi came unstuck for he watched the BOC Formula Ford race at the Race of the Champions earlier in the day, saw the way the starter operated the flag and of course expected him to do the same when the Formula 1 cars came to the grid. As is now common knowledge, Fittipaldi (allegedly), jumped the start, probably anxious not to cook his clutch like others on the grid.

There were grumbles, too, last weekend

at Silverstone, for the F1 drivers were eager to see the introduction of a 10 second board after the green flag. After all, it is not difficult to take a running start at the back of a dummy grid, and anyway, in the heat of the moment, it is nice to know what's going on. Perhaps this idea could extend to the rest of racing at all levels.

Of course, other factors influence the drop of the flag. Our race-tracks are almost notoriously windy because of their generally flat nature, and no place is more prone to this than Snetterton, where one sometimes feels that the next high ground to the east is the Urals. The weather at the recent F3 championship meeting there certainly lived up to its reputation and starter 'Big Sid' Offord, resplendent in BARC blue waterproof suit, had quite a job holding the flag against the wind. He started each race in the same fashion, walking from the opposite side of the course to starter's rostrum, and determinedly raising and dropping the flag, despite the high wind.

It was of course, at a BARC meeting earlier this year at Thruxton that the front row was disqualified, and the BARC competitions secretary was probably ensuring that such a disaster were not to happen again.

SPIRIT

"The Spirit of the Formula" is one of the most used phrases in the politics of the cheaper echelons of motor sport. And one of the clubs most interested in preserving theirs in the 750 Motor Club. However, one is always reminded that somewhere between preserving a formula's identity at risk of extinction and allowing it to run riot, comes progress.

Sometimes progress actually seems to encourage the formula to run riot, and at risk of being brained by one of my colleagues, our cartoonist and quite a few others, I would say that this has happened to clubman's formula. There was a time when you could tweak your Lotus 7 quite mildly and go racing without the risk of being lapped, have a fair day's sport, and drive home again. However, as time went on, racing tyres meant that one had to trail the car, which meant that the car became an out and out racer. So U2 Mk 6s and 8s appeared, and so it became apparent that it was not just sufficient to have a fairly tweaked and balanced engine, but a professionally built lump that would probably have to be rebuilt at least once during the season.

Then came the day of the Mk 11 U2, and it was no longer any use having a Mk 6 at

all, and the only faint hope that a Mk 8 user had was to update his car to Mk 11 spec. With the introduction of slicks this year, and Andy Diamond calling his Gryphons C72s and C73s as in F3, Clubman's is heading for a £3,000 a year budget. Ask some of the F3 drivers, such as Larry Perkins, who is having success on a smaller budget, what he could do with such money.

You could say that the story of Clubman's is the story of motor racing as a whole, but some clubs place such restrictions on the development of the formula that one occasionally feels that such steps are retrogressive. Formula 1200 and 750 men last year went to the extent of supercharging their cars, possibly because they couldn't afford to spend the time and money that the top men were spending, so their outlay on a supercharger, they possibly hoped, would bring them up to the top men in their class. Supercharging, as some have found out, is not always that easy, so they weren't entirely successful, although Robin Smyth's 750 Warren did well. Formula 1200 of course, now becomes 1300 so perhaps that Formula will devote itself to the development of the larger engine for a while.

Meanwhile in trials, the vast amounts of money spent on a car such as Jack Pearce's Kincraft, is fortunately not always warranted, and it is in this area that the Spirit of the Formula can nearly always be restored. Whatever the sums of money spent on cars, it is fortunately the pressure of the driver's right foot and his working of the fiddle brake that can completely nullify the thousands spent on a car.

● Commentators are a generally informed breed, and they usually have a certain presence over the air, but it seemed on Sunday at Brands Hatch that Barry Simons had suddenly lost his cool. The FF dice between Rob Wicken and Frank Hopper was, he said, the most exciting he had ever seen. True it was exciting, but I for one feared for Mr Simons health and heartbeat. It's some time since I have heard a commentator quite so hysterical, causing almost as much amusement in the press box as the race itself.

● Commentators again. At Silverstone on Saturday, I found it most unnecessary for one commentator to say "Hobbs has recorded a 1 m 18 dead," only to be repeated immediately by the other commentator saying exactly the same thing only slightly louder. Do you agree?

BOB CONSTANDUROS

Sid Offord flags away the sports/GT field at a windy Snetterton.



Almost incredibly, open sports cars are still with us! The insurance companies have tried to kill them by charging punitive premiums and the governments of some countries are attempting to ruin their appearance with compulsory rollover bars. Yet, against heavy odds, the fresh-air enthusiasts still insist on their open cars.

Time was when all high-performance cars had open bodies and closed cars were for chauffeurs to drive. Nowadays, a point has been reached where the closed car is faster, for aerodynamic reasons, and also has better acceleration because it is lighter. A body shell with a stressed roof is a fundamentally more rigid structure than an open body with doors cut out of the sides, and so the deletion of the top means the addition of a lot of extra weight to the lower chassis to compensate. The penalty for ignoring this is scuttle shake, wheel flap, and unpredictable roadholding, as some manufacturers still unfortunately demonstrate.

Nevertheless, in spite of these disadvantages, both practical and theoretical, the demand for open cars is as great as ever. There are really two sorts of open sports cars, both of which are bought by people who know exactly what they want. These are the traditional sports cars of almost vintage style, with front engine, live axle, and a folding (and flapping) fabric hood, and the new type with a detachable rigid roof section, a rollover bar styled into the body, and sophisticated chassis details.

It is interesting that two important new cars have recently been introduced, one of which falls into the traditional category and the other the ultra-modern class. These are the Jensen-Healey and the Fiat X 1/9 and they illustrate the two different types so completely that it is perhaps worth examining their general design features.

The Jensen-Healey is surprisingly large for a 2-litre sports two-seater. It is sufficiently modern to have a combined steel body and chassis but the suspension is from the Vauxhall Viva saloon, with wishbones in front and a live rear axle on four trailing arms, the top ones angled to give lateral location. The servo-assisted brakes are discs in front and drums behind, while light-alloy road wheels are standard. This design, and the shape of the body, could date from any time during the past twenty years, but the engine

1973, and the sports car still lives

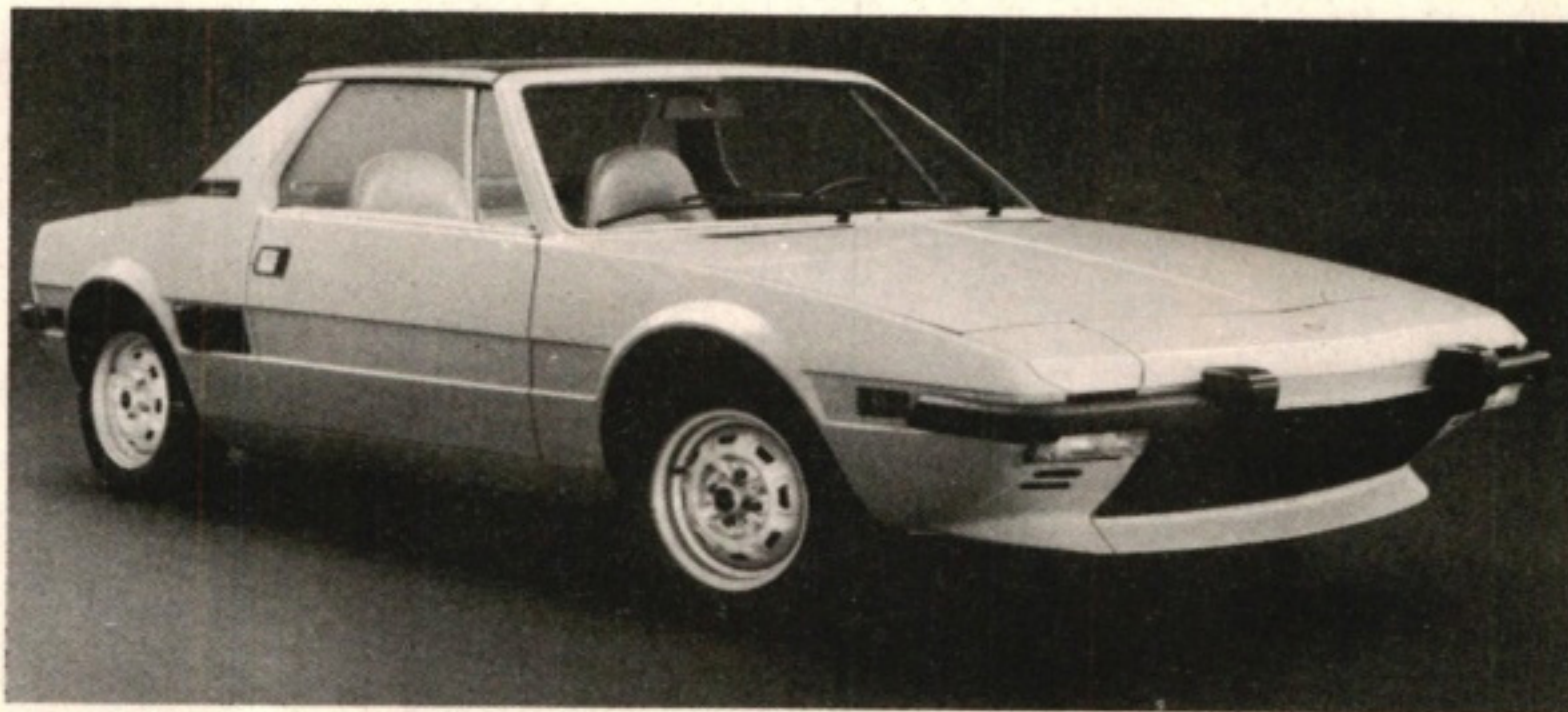
JOHN BOLSTER reviews the soft tops currently on the market

is a brand new light-alloy twin-cam from Lotus, which develops a rousing 142 bhp, sufficient to give the car a far better performance than the old 3-litre big Healey had. There are proper winding windows but some of the interior space is stolen by a deep propeller-shaft tunnel.

The Fiat is about as different as it could possibly be. It is a mid-engined car, the engine being the transverse unit from the 128 Coupé 1300, but in this case mounted ahead of the driveshafts to the rear wheels, to which its power is applied instead of to the front wheels of the Coupé. The body is by Bertone and has a detachable roof section, which fits neatly under the lid of the front boot. The rollover bar forms the rear quarters of the body, with which it is integral. Strut-type independent suspension is used all round and all four brakes are discs.

The seats are well separated from the engine by the fuel tank and spare wheel; although this is a very sporting little car it is both practical and luxurious. It is fashionable to have a central engine and Fiat will be able to make a fortune from selling these pretty little things. It would perhaps be unkind to point out that the X 1/9 is heavier than the front-drive Coupé, with which it shares an engine, in spite of having two seats instead of four. A mid-engine is essential if one is to be really with it and this is the first mid-engined open sports car to be built by a manufacturer with vast production capacity. With the larger Fiat twin-cam engine, it would be a stupendous performer. Please, Dr Agnelli!

Very similar in conception, only larger, is the Dino GTS. Now a *marque* in its own right, the Dino is built by Ferrari and the



Two new sports cars for 1973: below, the Jensen-Healey which could have been designed any time over the past 20 years; and, above, the Fiat X 1/9, a totally different car.



Spider body is by Pininfarina. This again has a detachable roof section and the rear window remains in place to reduce back-draught. Otherwise identical to the fixed-head model, the Dino has a transverse V6 Ferrari engine, with four overhead camshafts and an output of 195 bhp from 2418 cc. Wishbone-type independent suspension is used all round and the gearbox has five speeds. This is really one of the most desirable cars on the market and it is expected to be offered with a 3-litre V8 engine later on.

The Matra 530 LX was the first mid-engined sports car with a detachable roof and is the only one with any sort of rear seat. It holds the road noticeably better when the roof is in place, proving how critical body rigidity is. At present, it has a rather dull V4 Ford engine, but one hopes. . . .

Another mid-engined car with a detachable roof is the VW-Porsche 914. This was not a great success at first because it was too slow with its 4-cylinder engine of 1.7-litres and too expensive in 6-cylinder form. Now, a new 2-litre 4-cylinder unit has been evolved which seems to have overcome both problems. Though not mid-engined, the rear-engined Porsche 911 has been available for a long time with a body-style called Targa, which has certainly influenced some of the cars I have already mentioned.

The type of body we have been discussing, with a built-in rollover bar and detachable roof, is also applicable to a front-engined chassis as the new BMW 2002 Cabriolet proves, and so does the Triumph Stag V8, with its rollover bar strutted forward to the screen. The BMW and the Stag have rear drive but Pininfarina had a little prototype on the front-drive Autobianchi A112 at Geneva. Called *Giovani*, this small machine has an acceptably low bonnet line, thanks to the engine being very transversely mounted with the gearbox alongside. The type of front drive with the gears beneath the crankshaft gives too much engine height for a low sports car.

Let us turn for a moment to the traditional sports cars. Nothing could be more traditional than the MGB, which has the bumpy ride beloved of vintage fans and a nice, noisy gearbox too. Out of the same mould comes the MG Midget and I can even get into it if I don't wear too many clothes. Old-fashioned it may be, but I find driving the Midget enormous fun and if I get tired of the hood flapping, I put it down.

No car offers more performance for the money than the Morgan Plus 8. Re-designed with the new Rover gearbox and a higher-g geared rear axle, it should easily exceed 130 mph. This car still has detachable sidescreens instead of winding windows and the ride is reminiscent of a vintage Bentley—a real enthusiast's car. The Triumph TR6, with its fuel-injection engine, is capable of 120 mph and the little Spitfire is a good-looker, but one feels that their ride and handling scarcely justify independent rear suspension. Indeed, the Alfa Romeo Spider-Junior and Spider Veloce 2000 handle better, in spite of having old-fashioned back axles. The Alfa open 2-seaters are delightfully small and compact, with an air of quality about them and the aura of a famous name. It's still a pleasure to open the bonnet and see that twin-cam, light, alloy engine, but the Alfetta saloon, with its de Dion rear end, handles and rides even better than these sports cars. Fiat can also go traditional, the 124 Sport Spider reinforcing the popularity of the 124 Sport Coupé.

May I digress for a moment? The appearance of some cars of a by-gone age is extremely attractive and there is a temptation to make copies with modern power units. Examples are the Excalibur from the USA and the Panther, which is British and resembles an SS 100. An alluring idea at first sight, it doesn't work if you expect modern speed and economy. A pair of huge, separate headlamps, sweeping wings, a bold radiator, and a flat windscreen, all add up to a car that would need two or three times the horsepower of a Citroën DS to equal its maximum speed. In any case, fat modern tyres ruin the appearance and few people would wish to



The Morgan Plus Eight (above), unbeatable performance for money, and below, the Lotus Elan Sprint—Grand Prix driving to work.



recapture the excitement of narrow treads.

Yet, there exists a sports two-seater which handles like a Bugatti. This is the Lotus Elan Sprint convertible, a car consisting of you and your passenger, a twin-cam engine, four wheels, and just enough bodywork to keep you all together. Of course, they used to go wrong, but Colin says he's making them properly now, with the help of that nice Mr Rudd. Let's hope so, for this is grand prix driving to work every day.

What about the big-engined jobs? The E-type Jaguar has become more a roadster than a sports car but it's still a unique sort of motoring, especially with the V12 engine. There is nothing to compare with the smooth power production, though its costs a bob or two to keep the tank full. Personally, I would like a little less power-assistance for the steering, but they say the customers want it light. Nevertheless, the V12 E-type really is a magic carpet. The AC, with its Ford 7003 cc V8 engine, is certainly a sports car in cabriolet form and combines American horsepower with British independent four-wheel suspension. On the other hand, most of the American convertibles were never intended to be sports cars. When I drive them, I am amazed that a safety-conscious race can be satisfied with such uncontrollable monsters. Some are much better than others and the one with the most famous name is probably the most disappointing—if that sounds cryptic, it's meant to!

I have been asked to write a few words on secondhand sports cars. In earlier days,

I would have quoted Mr Punch's advice to those about to get married: "Don't!" I'm afraid that we used to drive like maniacs and a sports car that was a year old was generally in a state of collapse. I don't think that anybody could drive like that nowadays, and if he did he would not only lose his licence but go inside without the option. Sports cars tend to be conspicuous on the road and their drivers only keep their tickets clean by behaving in an exemplary fashion. So, there are probably some sports cars that are worth picking up, especially one-owner vehicles.

One used to risk buying a rough sports car "at the right price" and budget for a fairly extensive overhaul. To have a rare and complicated car rebuilt nowadays may cost the earth and, even if you can do your own assembly, the price of spares is frightening. It would seem sound commonsense to stick to pretty orthodox cars of well-known make, and to check that spares are still readily available before purchasing the monster. To buy any sort of car secondhand is a bit of a lottery, but to get a good sports car you need an even larger share of luck. I believe they call them "used cars" nowadays, and I'd like to know what some of them have been used for! However, there is now a fashion for elderly men to buy open sports cars, perhaps as a last attempt to recapture their lost youth, and hairy drivers with bad records can't get sports car insurance, so there are some around that haven't been driven into the ground.

A sports car for the summer? MGBs top the league, but is the trend changing?

BOB CONSTANDUROS talks to the sports car specialists

About this time of year, tradition has it that a young man's mind turns to fanciful things, and similarly, about this time of year, a young man's fancy turned to topless items like sports cars. That was in the days before someone dreamt up the GT car, and so it would seem that there's plenty of excuse for this peak period to have phased out. This, some of the sports car buyers say, is true, but there is some doubt. They certainly do not all agree. Other factors that influence the young man's fancy are such problems as insurance in the north more than the south; lack of new cars (life it appears is full of MGBs, TR6s and Elans); there's a desire for something original.

There are some people who say that the old style sports car no longer exists, but most of those people are willing to admit that the closest contemporary car to the old ideal is the Morgan. Morgans of all years and sizes are still very popular, the London sales specialists being Morris Stapleton of Kendrick Place, South Kensington. They've been in existence for seven years specialising in the Malvern-built cars for the past five. With the waiting list for new Plus 8s being two years, and one year for the 4/4, the second hand trade has to satisfy the demand. At any time, they will be carrying up to 25 cars in stock, most of which will be Morgans, while those that aren't will certainly be convertibles. Undesirable trade-ins are disposed of through the trade.

Of the Morgan models available, the most popular is, naturally enough, the Plus 8 although insurance tends to put off customers, so that most trade is done with the 4/4, which has the Ford 1600 engine. However, Morris Stapleton only do the examples since 1964. Before that, the 1500-engined examples are often in need of spares in the suspension department and spares are apparently difficult to get hold of. However, the Plus 4 before that date is apparently a good buy, plenty of spares still being available, although there are few cars as so many went to the States.

Morris Stapleton do a lot of work to ensure their sale cars are of the highest possible standard. Almost invariably, the front suspension is worn out, a weak spot due to its construction and exposed nature. Many drivers apparently continually have their wheels balanced when wheel shake occurs. This can usually be attributed to the kingpins and bushes being worn out. The system works well say Stapletons but it wears. Other work done on sale cars includes a respray, new

hood, windows, exhaust system, brakes and springs, as necessary, all stock that the firm holds. Moving part spares are cheap.

Fifty per cent of Morgan owners apparently service their own cars, and provided the previous owner knows what he is doing, it's a good thing, for owners have a habit of tightening all bolts and fixings which makes for a tight car throughout its life. However, Stapletons will service any Morgan, preference being given to their own customers. Three or four days' notice is required.

Stapletons, however, also offer a further service in the form of sports car hire. This began with Morgans and they then took over Sportshire and now have a stock of MGB roadsters and GTs, Jaguar E-types, Triumph Stags with a possibility of Jensen Healeys for the future. Cost for the average weekend is £20, half of the cars being Morgans, but all 25 cars being out in the summer. The service will also be available from Nice soon.

"London's leading Sports Car Specialists" is what the Chequered Flag like to call themselves, and with a history as far back as 1955, a turnover of £500,000 or 18 cars per week, and a stock of anything up to 100 cars, there can't be many heirs to the title. Graham Warner, the Flag's chairman, managing director, etc, started the business in 1955 in Fulham Road, moving to Chiswick a year later, progress being so rapid that they moved into their own premises shortly after, still in Chiswick, at their current headquarters.

The Chequered Flag's trade is done entirely in either sports cars, high performance American or performance British, but the emphasis is decidedly on sports cars. Number one in the Flag's league table is undoubtedly held by the MGB while other popular cars include TRs and quite a few Reliant GTEs, brought in to exchange for new ones, sold by their new

car division, the Chequered Flag holding agencies for Reliant, Lancia and now Puma again (see last week's issue).

Warner won't go up to Ferraris or Lamborghinis, finding also that Porsches are difficult to move. He feels that this is due to the area. Customers who shop in the West End, prefer to buy their cars in the West End. When it comes to age, the Chequered Flag has only one reservation: that the car must be in good condition. Good and economical buys at present include Healey 3000s, late Lotus 7s and Marcoses, while Sunbeam Tigers also represent good value. Warner feels that it is essential for the Flag to have a full range in stock, because much of his custom comes from all over the country, and he has to justify their travel by offering a complete range, and to this end, he may carry, for example, as many as six Spridgets.

When cars arrive at the Chequered Flag, they are immediately serviced and known faults looked at on individual makes. This obviously reduces warranty claims, the period being for three months with a parts only clause. This is interpreted liberally and the Chequered Flag will go halfway to justified claims outside warranty, anxious to keep their reputation. Their team of a dozen mechanics will service and modify most cars, the former having a two week waiting list. The Chequered Flag keep spares worth five figures, and never remove extras. If there is a gaping hole in the dashboard, they'll fill it with a radio rather than send it out looking incomplete.

Sales are handled by three sales staff picked, says Warner, for their enthusiasm and interest rather than for any high pressure techniques. With more people biting at the cherry these days than when the Chequered Flag started, prices have to be continually reviewed, while, according to Warner, the trend is less for convertibles, more for fixed head cars. Nearly all the 200 inquiries handled for the Puma at the Racing Car Show were for the GT version rather than the Spyder.

The Chequered Flag, of course, has always been closely connected with sport. Warner can produce a list of 40 drivers, including such stars as Stewart, Clark, Gethin and Hill, who have driven for the Flag. Warner himself scored 23 wins in a year with LOV 1, his famous Elite which he dived with great verve with Les Leston's similar DAD 10. Warner has also raced the works Astons VEV 1 and 2, racing an Elan in 1964 and building the Gemini Formula Junior cars, 50 of which were sold to the States. The design points were high including such features as inboard suspension and brakes all round, and side radiators on the 196 cars. Chas Beattie and Tony Kitchin were both racing foremen at one time or another.

Left, Morgan racer and specialist, John Stapleton of Morris Stapleton, and right, Graham Warner with LOV 1, now on the Flag's GTE demonstrator.



Warner's thirteenth year in competition nearly spelt the end of the Chequered Flag. Running a team of F2 and F3 McLarens and two Cobras, the sales suffered so much that Warner had to do a personal rescue operation and even now, the Flag is only recently back to its former glory. This year, he has supported two drivers, Russell Wood in a March 733 and Ray Mallock in Formula Atlantic, but undertakes none of the preparation on the premises following the 1968 experience.

Former motor cyclist Stuart Graham of Nantwich reflected the north's insurance problem by saying that it had spoilt the sports car line, adding that he felt the public was a little fed up with the traditional MG and were looking for something different. To this, end, he no longer stocks just sports cars, but includes in his range Capris, Mustangs, Alfas and Firebirds, while Camaro Z28s are another line, both Graham and his brother driving them. Les Leston's Group 1 example is with them now for preparation. In all Graham has between 12 and 15 cars per week in stock, moving about four of them in the week. Graham finds it difficult to find stock, but then he has few competitors. He has no agencies or franchises, finding them more trouble than they're worth.

When a car comes into Stuart Graham's

hands, it is given a thorough checkover, and service. Servicing work itself is done within two weeks, although sometimes in one. Cars leave with a warranty of up to a year on parts only, but not less than three months. Engine work and tuning, as well as competition work can also be done.

Graham's best seller currently is the Capri 3000, for he says that the sports car trade is unsettled. Before, he could sell all the MGBs that came in, but they're not so popular now. Sprites and Spitfires also trudge along rather slowly. While looking for something different, Graham is not interested in exotic machinery, and normally won't touch anything over six years old, although there are exceptions.

Down in Caterham, there seems little problem with insuring a Lotus 7 despite their reputation. Caterham Car Sales started in 1959, and now have a showroom in Hampstead as well as the main works down in Caterham, Surrey. Graham Nearn explained that they have always been known for their Lotus involvement, which is shortly expected to be even more involved. Seventy per cent of Caterham's trade is in Lotus of some type, mainly 7s however. As specialists of kits cars, they also had agencies for TVR, Marcos and Gilbern, but are now exclusively Lotus. With the introduction of VAT, the kit car is dead,

but an illustration of its popularity was that Caterham received a great deal of phone calls inquiring about sales of the 7, but the last three cars left on the 31st of last month. Nearn says there was little seasonal demand: "People who only want a 7 buy it when they want." The UK demand for the car is constant, and most of the purists who said that the new 7 was not so good as the old rounded version ultimately came round to its advantages.

Caterham find that most 7s are well looked after, even early 60s models representing good value. However, their main fault is that the back axle tends to crack if the bushes are not regularly renewed and checked. Caterham have now formulated their own modifications to prevent this from happening. When a second hand car comes in, this aspect is immediately checked, although if too much work has to be done, the car is left well alone. Caterham can't afford to service anyone else's cars but their own customers', and will help out as often as possible, although servicing requires two weeks' notice. Many Lotus 7 owners do their own servicing anyway, says Nearn, as it is such an easy car to get at.

With different models to choose from, when insurance becomes a big problem, prospective purchasers can always choose the baby of the range, the 1300 engined version. Occasionally, re-registered Clubman's cars turn up on the market, and these are generally not a good buy due to their competitions experiences. Nearn advises a constant check on the log-book.

David Harrop of Alderley Edge, Cheshire, is another who's interested in the Lotus 7. At present he's one of the largest TVR distributors in the country and is another who used to handle Gilberns. These days, he does anything from Coxs, to Duttons to Porsches, holding up to 40 cars in stock at any one time. During the summer months, turnover is up to 40 cars a month, while in winter it decreases to 10 at times. Concerned about his reputation, Harrop prefers to steer clear of the old Healeys and Sunbeam Tigers and prefers one owner cars. He finds that up to £2,000 cars produce the best turnover and usually carries a stock of MGBs, TR6s, some 7s and Elans. However, he's faithful to TVR, saying that the fibreglass stands up to age and knocks better than most other makes.

Cars are well checked before they enter the showrooms but cars sometimes have as much as £120 spent on them before they are



Above, Caterham Car Sales' London premises, and below, the line-up at Chequered Flag's Chiswick base.



right, but this is considered an essential service. The warranty offered covers three months or three thousand miles, but each is negotiable with a rise or fall in the basic price of the car.

Harrop, along with his Nantwich neighbour, Stuart Graham, agrees that the trade has been hit by insurance rates. Possibly for this reason, Spitfires and Midgets are currently not selling well, while they feel that they've never done well with E-types. TVRs, however, seem to be the best buy in Alderley Edge.

Jos Randles is a name that has been around for some time. In competition, he became hillclimb champion in the early 1960s. However, his motoring past goes back earlier than that for after the war, he was a mechanic working on Bugattis, Mercedes, Aston Martins and Lea Francis. Randles only started to deal in sports cars seriously when he took



Jos Randles—Stoke's Lotus man.

on a Lotus agency in 1964. He deals in all kinds of cars from saloons to new and second-hand sports cars. This, he says, allows trade-ins to work either way. With two other retail outlets, he is one of the few dealers in the Stoke area, although he says there's not a great demand. For this reason, he doesn't command the astronomical prices charged by dealers in the south. There's usually at least 20 sports cars on offer, either new or used, while 10 or 12 of these move during the week. Customers are attracted from all over the country by the low prices.

Randles especially deals in Lotus, saying that a Lotus should be bought from a Lotus dealer. Most of his second hand Lotus are well known often having been supplied new. Other cars he's interested in include MGs, TRs, TVRs and Gilberts, although he's sceptical about kit-built cars. He does a reasonable trade in Sprites and Midgets, offering examples back to 1964, while E-types are popular in the area. There is some seasonal fluctuation, but this is not caused by the weather. The trade should have gone dead with VAT but it appears that this is not so, and in fact his recent sports car trade has represented the majority of his turnover.

With Randles having been a mechanic in his time, one would expect a keen interest in the servicing arrangements, and one is by no means disappointed. He runs the servicing and engineering side, and quotes one day's notice for servicing. The servicing manager is chief lecturer at the local technical college while he also has three Aston Martin-trained mechanics, who have been on extensive works courses with manufacturers. A lot of work is done on cars when they're brought in, especially exhausts, while the engine is also tuned. And there's a final point about Jos Randles' business, and that is that both his son and daughter are involved there, so one can expect the service for a considerable time.

Introducing the Triumph Fury, eight years late, but available now

Some of the sports car personalities interviewed in our main feature expressed a demand for cars that were different. The lack of new models and the general availability of the best sellers drives the potential sports car buyer to despair. What is he to buy that is interesting, possibly unique and, most of all, appreciates in value rather than depreciates? One can hazard guesses, but this week a car comes on the market which is unique and yet it is made by a major manufacturer so spares are no problem. The name? The Triumph TR Fury.

The Fury first made its press debut in the *Nantwich Chronicle* of October 28, 1971, and the *Daily Express* picked up their lead and carried a piece about a week later. Both of them were about six years too late with the announcement, which means that we are eight, for the Fury was first built in 1965. It is what every Spitfire owner wanted from the day the GT6 was announced: a basic open Spitfire with a 2-litre engine. Admittedly, the car offered for sale is the dummy made up and one or two parts are very slightly loose, such as the window winders, but the design is original, and one may comfort oneself that no one else has a car like it.

The basic specification of the Fury, backed up by a letter from a Mr Nott of Triumphs, shows that the car is powered by an early Triumph 2000 engine, with inlet manifold (fitted with twin Strombergs), sump and water pump outlet coming from a very early Vitesse. From the TR4A comes a four-speed all synchromesh gearbox, and also the diff,

3.7:1. Otherwise, all parts are specially fabricated, including the steering, prop shaft and wire 4½J wheels.

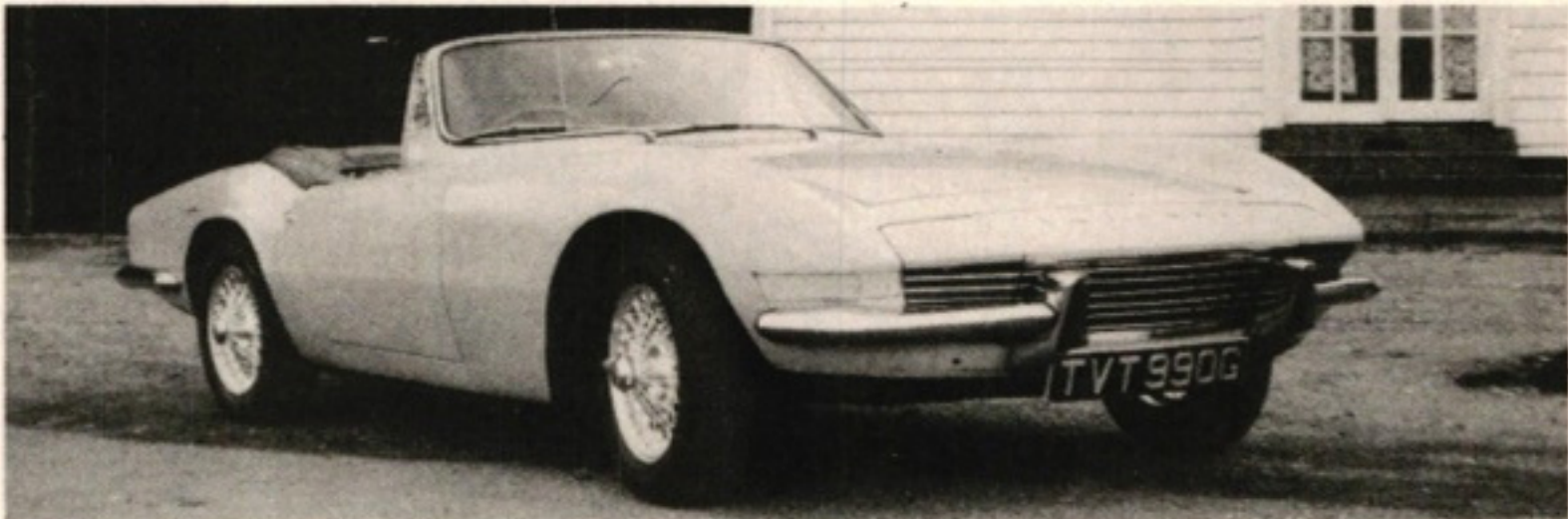
The car was first registered in 1968, since when it has done approximately 19,000 miles, and still has the original tyres (G800s made in Sweden). Instrumentation is good, with rev counter and speedo, oil pressure and water temperature. Top speed is estimated at just under 120 mph.

The bodywork was designed by Michellotti and has a distinct look of the Spitfire, while the back end is reminiscent of both the current Spitfire tail and that of the Jensen Healey. The car has a very good fold-up hood, with a wide back window, and a tonneau cover is also provided.

So where does this unique piece of machinery come from? Well, the full story can be revealed to you by one Rod Leach, who, since the beginning of this year, has been trading under the name of Nostalgia. His line is interesting cars of all types and, to this end, his stable has included the MGC prototype, which, he assures me, is like no other MGC, two Sunbeam Tiger Mk 2s, a TVR Griffith V8, a Trident Clipper V8, a Fiat Dino Spyder, while future cars include a couple of Elites and a Bristol 403. He won't touch rubbish, simply because he doesn't have the facilities to deal with the problems that arise. However, he does specialise in interiors and has a considerable network of outworkers who will do whatever job is required. Rod Leach lives in Hertford Heath and may have, or know of, an original car for you.



Left above, the TR4 engine with Vitesse parts, and right, the almost entirely original interior. Bottom shows the Michelotti styling similar to the Spitfire, and the Jensen Healey back end.



What the inexperienced eye doesn't see

BOB CONSTANDUROS visits an AA test centre

The realisation that your second-hand car has possibly been through much more than you originally thought very often is rather a shock, and with second-hand sports cars usually having had a fairly hard life, one is always on the look-out for faults, evidence of previous accidents and weak spots. However, the majority of us cannot tell by merely driving the car round the block, often as much test as the owner wishes to allow. The AA provides a service to its members of inspecting cars for exactly the above reasons.

There are some 40 inspecting engineers throughout the country, a number which will be doubled this year, possibly bringing the total up to 100. They are principally a roving bunch because most of the inspections they are called upon to do are at garages, private homes etc. They carry £250 worth of equipment which allows them to jack up the car and to do as good as inspection as if it was back in one of their own bays. Last year, 38,853 inspections were carried out, of which approximately 20,000 were in London and the South East. At the end of each inspection, the member receives a detailed 10 page document, and it is the information that goes into these pages that I will try to outline.

My "guide" was David Russell, an engineer with the AA for 19 years. The inspection which we did constituted a full test which costs £8.25 including VAT, but there are others for less involving simple component testing possibly following an accident for £1.92, and a road test involving a specific aspect.

The inspection involves a visual check to a great extent, ensuring that such items as the door catches, bonnet catches, all lights, cigarette lighter etc are in proper working order.

If these are not working, of course, it can be very annoying to discover the fact after the car is bought, and to have to rectify the fault. The inside of the boot can also be a fair indicator of condition overall.

In inspecting the bodywork, changes of colour can indicate a prang, while further evidence can be reaped from the surrounding bodywork, a slight dent being sufficient to indicate a prang rather than a replacement panel. Of course, the quality of accident repair usually also comes across well in such examinations, respraying often covering considerably more than the required area. The extent of rust or rust spots will also be recorded.

Tyres and wheels are well examined, and we were fortunate to be able to examine the spokes of an E type wire wheel. The trick with wires is to knock them with a solid metal instrument such as a spanner. If the spokes ring, the condition is said to be good, whereas if there is a dull thud, the spokes need tightening, and on further examination, sometimes becomes apparent that a spoke is broken. Tyre wear, of course, is important, and tread depth of each tyre is recorded on the report. Uneven wear is also recorded, and when the car is on ramps, the possible cause is probed.

The ramp examination also takes into account such items as the state of an exhaust system (an expensive item with certain cars), suspension wear, steering wear (in conjunction with the road test) and chassis condition. A Cortina examined had obviously had a considerable ding at some stage, for the chassis had been hammered into shape, although other repair work had indicated accident damage. On the E type, marks on the chassis did not spell the same gloom but careless jacking, although Mr Russell said that consistent careless jacking can upset the suspension. While under the car, one could examine the nuts and bolts holding the engine, gearbox, etc, and clean nuts around the gearbox indicated that recent work had been done on this item. Oil leaks are commonplace provided they are not excessive.

The suspension check and steering check looks extremely ham-fisted with the use of a levered iron bar, prising the joints to see the extent of movement. However, such leverage does not damage and brings out any play with success.

The road test is not necessarily long nor fast. A 10 minute drive through the back streets of Fulham was sufficient for most points about the E type. Checks were made for uneven braking and clutch slip, while the most important point was to listen for any untoward noises. Straight line motoring was checked, and oscillation on the wheel at this

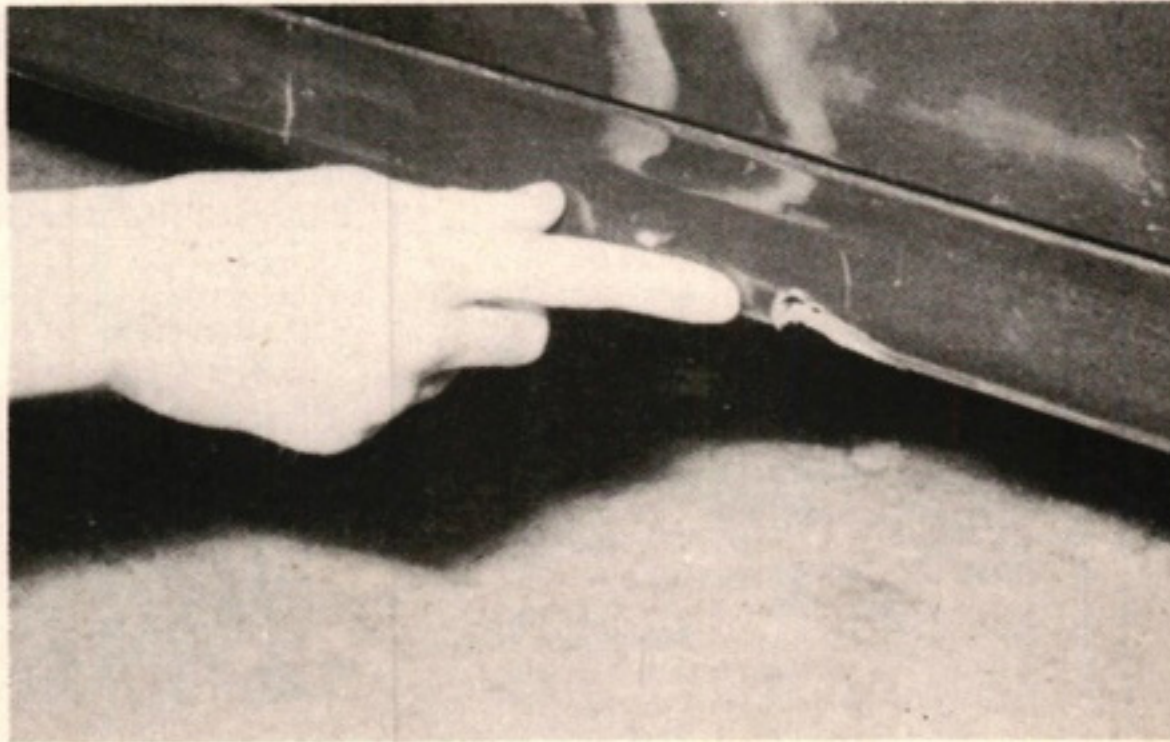
stage, plus a levering test, prompted a mention in the report that steering rack was probably slightly worn, together with uneven tyre wear on the front tyre, a suspension check was recommended. Wind noise from a soft top is always accepted, although not necessarily by the customer.

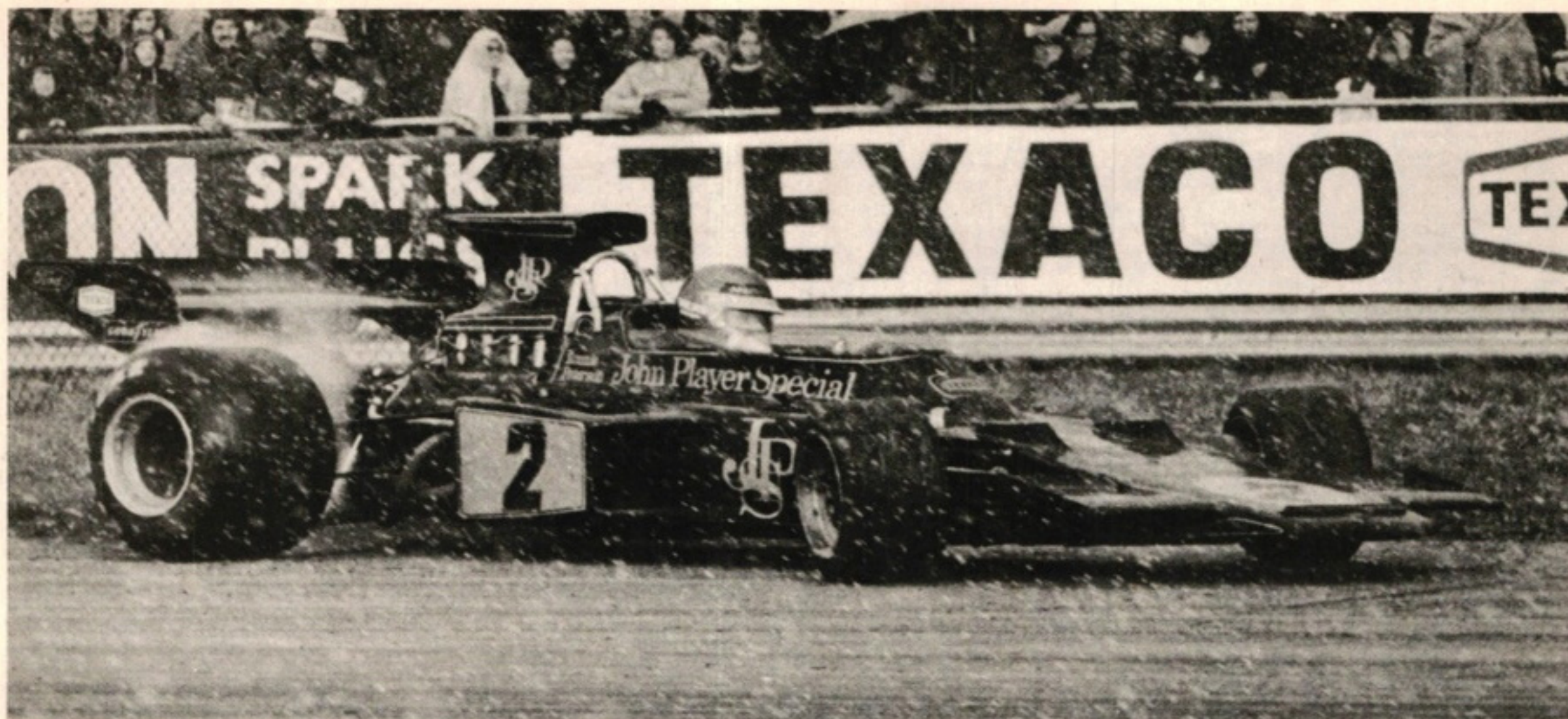
It then only remains for the examining engineer to fill in his detailed forms that make up the report. Section cover: bodywork, wheels, tyres, cooling system, engine, electrical equipment, fuel system (hoses, tuning etc), frame and underside, rear suspension, front suspension and steering, gearbox, clutch or torque converter, transmission and final drive, brakes, instruments and accessories with the road test and special comments ending page 10. There are over 183 questions which the examining engineer is asked on the form, some requiring four answers, for each tyre for example. The engineer marks on the form his answer, while there is a space under each section to take into account special comments.

The AA makes reservations on the opening page that they cannot be held responsible for claims arising as a result of latent defects or matters of opinion. As I hope I have made it clear, the examination is almost entirely visual or aural, no dismantling or disturbing of mechanism being involved. The AA also reserves the right to refuse examination of any vehicle that is not of standard production or one which has not been in regular road use. Parts that are excessively contaminated by oil or dirt cannot be properly assessed, and they point out that cars over five years old, or those that have been abnormally used, may have hidden defects which they cannot detect, so there may seem small hope of getting a true accurate report on a Mk I Sprite for instance. Test time is between two and three-and-a-half hours and booking items are specified by the AA. Customers receive their documents immediately after the test and vehicles may be tested throughout the British Isles.



Below left: paintwork defects on the door sill may hide a multitude of sins. Right: careless jacking often causes denting, while above, even the inexperienced eye and ear could tell the problem with this exhaust.





Ronnie Peterson spinning away the lead of the International Trophy in the snow at Becketts.

51-2-1

SILVERSTONE

Stewart snowmobiles by Peterson

By PETE LYONS Pictures by PETER BURN

It was a far more exciting Formula One race than it might have been. Emerson Fittipaldi's car failed coming off the line from pole position, which left the event to the other front row men Ronnie Peterson and Jackie Stewart. The Elf Tyrrell, a brand new, never raced chassis, outbraked the John Player Special into the lead of the second lap and began pulling away, but abruptly spun back into sixth place at Becketts. For a few laps then Peterson had no more to worry about than a Denny Hulme who was worrying about a gradually failing engine—until suddenly there was Stewart back in his mirrors instead. The situation stabilised when the Tyrrell came up into the turbulence from the JPS, for parts of the circuit were damp by now from short, light squalls and Stewart, who had a slightly soft tyre, couldn't do more than follow close behind. Then the weather gods emptied their bag of its most startling trick, a fall of wet snow. Peterson arrived into a Becketts gone suddenly greasy wet and slid off on to the grass; Stewart with an instant's more warning held himself on the track and passed by into the lead. Peterson rejoined with a plume of tyre smoke into second place and rapidly made up half of his lost ground, but the surface was getting ever wetter and three laps from the end he gave up his perennial hopes of a first-ever F1 victory and let Stewart go. For the transplanted Scot who so seldom appears in Britain it was a satisfying repeat of his own first-ever F1 win on this circuit, and despite the weather he eclipsed the day-old F5000 honour of "fastest-race-since-the-war" with an average at 132.8 mph. Shortly after the end flat old Silverstone disappeared completely under an inch of fresh snow.

ENTRY/PRACTICE

For some reason the prospect of seeing a new Ferrari generates excitement, and disappointment was widespread when the anticipated B3 never appeared, allegedly due to labour unrest. Nor was Graham Hill's Shadow finished, and the von Opel Ensign failed to appear as well. However the rest of the Silverstone entry was remarkably good for a non-championship event and all the other teams who have so far proven themselves important contenders in this season's World Championship were lined up in strength.

John Player Team Lotus had the original idea of running the two "spare" cars, that is the Brands Hatch chassis numbers 5 and 6, but late in the open practice of the Wednesday before Silverstone number 6 got shunted. Peterson was haring through Maggotts when he encountered a F3 being practised; the smaller car was on such a line that Ronnie thought the JPS had been seen and was being avoided, so he swept alongside—and the F3 cut abruptly over across his path. There was a great mixing and riding-over of wheels;

the JPS went diagonally off to the left on to the grass and slid all the way to the barrier at the entrance to Becketts, which it hit nose first hard enough to seriously damage the front of the chassis. Immediately an alarm call went up to Norwich, men were pulled off other projects, and chassis number 8 was pushed through its rebuilding programme in about one-eighth the normal time. It was actually about as disassembled as a racing car can be, up on trestles with even its undertray "drilled off" preparatory to fitting the deformable chassis structure, but by Friday afternoon it was at the circuit ready to run. Great work.

Both the cars for Fittipaldi and Peterson were much as at Brands Hatch, with the normal, as opposed to wide, front track dimensions, although some attention had been paid to aerodynamics in the rear wing and engine airbox departments. Neither car was fitted with a device seen on the Wednesday car, which seemed to be (this is an opinion of personnel from two other teams) an electrically operated clutch actuated from a switch on the gearlever.

Elf Team Tyrrell arrived with just the one

driver, Stewart, but with two cars—both numbered 006. One was the regular 006, winner of the last GP in South Africa, modified with crush-space monocoque cladding, larger side oil-radiator pods big enough to take water radiators at some later date, new rear aerofoil mounted very far aft on long struts, and an experimental nosepiece modified with aluminium inserts to get the downforce working some six inches farther forward. This car bore a T-number and actually did only a very few laps of practice. The other was identical in all respects save the longer nosepiece, a completely new machine finished up out of an existing spare chassis, and it was labelled 006/2. Ken Tyrrell explained that he has reserved 007 for a newer design to appear later in the year, and anyway he felt like changing the numbering system just for the sake of change. It was this "double-oh-six-and-a-half" that became the race car.

The Brooke Bond Oxo-Rob Walker-Team Surtees Fina cars had tried wider track but had also gone back to the regular dimensions. Mike Hailwood's TS14A was the new chassis number 4, while Carlos Pace was in his usual 3. The pair of UOP Shadows looked very much as at their debut appearance at Kyalami, although under the sleek black skins many things had been fixed. There had not in fact been time to test either car before the unofficial Wednesday practice, so this was a useful meeting for the fledgling team. Yardley McLaren had finished a second M23 for Peter Revson, identical in almost every way to Denny Hulme's although the rear anti-roll bar was mounted well towards the back, down on the crossmember which supports the oil radiators at the very tail. The purpose of this tweak was simply to make room for a future bodyshell to sweep low over the area. This car too never ran before Wednesday. Marlboro-BRM had three cars as usual, Niki Lauda's being the well-known chassis 1 but the other two, chassis 5 for Vern Schuppan and a new number 7 for Clay Regazzoni having been redesignated P160E because of the crush space which was fitted to the chassis sides beneath glassfibre shells. Reggae was driving on Wednesday for the first time since his crash, still wearing a gauze wrapping on his right hand but seeming otherwise sound and happy. Last of the F1 cars to appear was the Iso-Marlboro, not the hoped-for new design (which was given its first, reportedly encouraging, run by Galli on Friday at Goodwood) but the rapidly ageing FX3-2 for Howden Ganley to try to sort out one more time. Many cars, incidentally, had been fitted

with a Graviner "life support system" of compressed breathing air in a small bottle.

That made 13 F1 cars starting the race, joined by 16 F5000 machines from the Saturday Rothman's race; these latter took their grid places based on times recorded in their own practice sessions.

The best-ever lap at Silverstone, officially, was the 1 m 18.1 s done by Fittipaldi in gaining the pole for this same race last year, an average for the 2.927 mile circuit of 134.72 mph. F1 performances have improved quite a lot since then and there was no doubt many drivers this year would beat the old record—provided the weather co-operated. By GP standards the amount of practice time was short, 3½ hours finally, and some of that was spent with everyone huddling in the pits out of wind-driven rain; of course there were tantalising brief periods of bright sunshine too, for this was Britain (pause for outraged cries). Because of the uncertain weather, and also because of the startlingly fast times done by some of the F5000s, there was a mood of anxious haste.

After all the work to get the car ready, Peterson found his engine going stuttery on Friday, and his best lap with his newly rebuilt, oversteering chassis was 1 m 19 s. Hulme likewise had a duff motor, although he managed a 1 m 18.4 s. Both the Shadows lost time which turned out to be unnecessarily lost, high fuel pressure readings which gave anxiety about burst lines finally being resolved by mounting the gauges more flexibly within their very rigid dash panel (it has been designed to act as a roll-over bar for the driver's lower body) and their times were above 1 m 20 s. Schuppan's BRM and Ganley's Iso were in the same slow bracket, while Hailwood's new Surtees wasn't much faster nor was Lauda in his BRM. Pace was about as fast as Hulme, his car handling in a manner that looked very frightening from the sidelines, but four drivers managed to beat the record. Regazzoni alone of the Firestone users beat it with 1 m 17.9 s in his new car, demonstrating for anybody who might have wondered that he was not going to let a little thing like a fiery crash slow him down. Stewart achieved 1 m 17.7 s, while first Fittipaldi and then Revson were timed at 1 m 17.5 s. (That was an improvement on the record that looked good up until the next day when David Hobbs equalled it with the Hagger Lola. Then everybody bore in again harder! The F5000s are beginning to look so good that those who want to justify retaining the current exotic Formula One may be seen knitting their brows . . .)

For Saturday Hulme had a fresh engine (Peterson needed only a fresh "black box") while everybody else had done the odd tweak to springs and dampers and gears, and as the brave wintry sun shone out between onslaughts from cold wet clouds they all thrashed out on to the track with the urgency usually seen only in the last 20 minutes of a "real" GP session.

Silverstone has always been a fast circuit, and nowhere is this realised as much as by watching at Woodcote. The longer one stands there observing the less one becomes used to the speed, and after a half hour one's stomach is tight with real fear. While most of the circuit is quite smooth, this final turn before the pits has some severe heaves and ripples, and when a racing car comes slinging through at full noise—Tony Southgate says they are doing every bit of 160 mph these days—the quick vicious wobbles and twitches put the heart in the throat. For whatever reason, whatever combination of spring rates, damper characteristics, aerodynamic balance, chassis rigidity, driver techniques, whatever, some cars look worse than others. Ganley's Iso looked diabolical, despite being visibly slower than anyone else, and after trying adjustments and replacements to everything, including suspension geometrics, and looking back at how the lap speed gap has been growing over the last few races, the team drew the only possible remaining conclusion, that something had broken internally within the chassis. Next in order of visible evilness were the two Surtees, both of them leaping and slithering

as though each time was their last, but both Hailwood and Pace actually improved significantly over their Friday times and ranked well in relation to the BRMs on similar tyres so one felt this hardworking team might be on the verge of getting it all to come right. Least upset by the bumps of all the F1 cars seemed to be the two M23 McLarens, Hulme and Revson appearing comparatively smooth

The final times were excitingly faster than the old record. Both JPS drivers and Stewart chopped more than a whole second off it and broke into the 16 s bracket, Fittipaldi improving on his own year-old time with the same car by 1½ seconds to take the pole again at 137.56 mph. On three successive laps he just barely eased the throttle, not in fact coming entirely off the pedal, going into Woodcote;

3—Stewart Tyrrell Ford 1: 16.9	2—Peterson John Player Special 1: 16.6	1—Fittipaldi John Player Special 1: 16.4
11—Regazzoni Marlboro BRM 1: 17.5	9—Hulme Yardley McLaren M23 1: 17.2	10—Revson Yardley McLaren M23 1: 17.1
25—Holland Trojan F101 1: 19.2	18—Hobbs Lola TB30 1: 17.5	14—Lauda Marlboro BRM 1: 17.8
33—Pilette Chevron B24 1: 20.9	19—Lunger Lola T330 1: 18.2	7—Oliver UOP Shadow DN1A 1: 19.4
61—Evans STP Trojan T101 1: 21.5	65—Thompson Chevron B24 1: 20.0	8—Follmer UOP Shadow DN2A 1: 20.4
64—Allen Surtees TS8A 1: 24.3	22—McRae McRae GM1 1: 21.3	208—Belso ShellSport Luxembourg T330 1: 21.0
	51—Van Lennep ShellSport Luxembourg T330 1: 22.1	15—Ganley Marlboro Ford 1: 21.4
	56—Ashley Lola T330 1: 23.1	39—Oxton Begg FM5 1: 21.5
		55—Russell Lola T330 1: 26.0
		59—Brown Chevron B24 1: 21.4
		53—Santo ShellSport Luxembourg TS11 1: 22.4
		12—Schuppan Marlboro BRM 1: 20.4
		5—Hailwood Surtees Fina 1: 18.3
		6—Pace Surtees Fina 1: 17.4

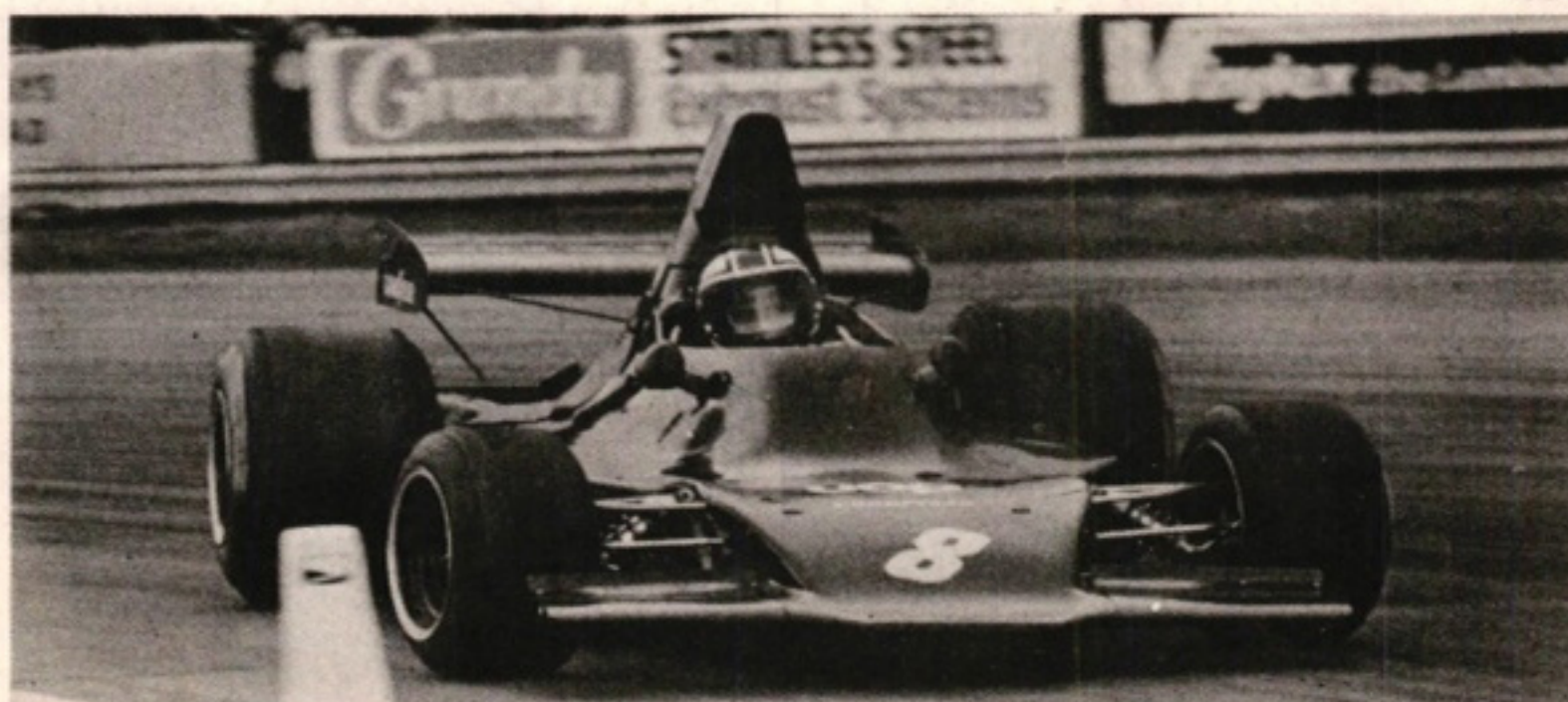
and unflustered with very little of the rather frantic-looking last-instant catches being performed by Stewart, Fittipaldi, Peterson, and Regazzoni. But curiously enough the cars that looked, in their separate sessions, to be the least affected were some of the F5000s, particularly the twin Hagger Lolas which moved vertically a lot but laterally hardly at all; the stopwatch as well as observations by the drivers themselves suggested the actual cornering speeds were no different between the two classes of car.

he says that by July with slightly improved tyres running at slightly warmer temperatures, and perhaps just a bit more wing, Woodcote will be flat!

Stewart was hampered in sorting his still new Tyrrell—although obviously not by much, looking at his time—when at the last minute before practice it burst a clutch hose so he had to use the trainer for a few precious minutes of the scant few available between cold rain showers. Hulme's new engine went off song, while Revson's stopped completely



Good examples of understeer and oversteer shown by Mike Hailwood's Surtees (above) and George Follmer's Shadow (below)—actually the beginning of his spin at Becketts!





The great battle for the lead with Peterson leading Stewart.

51-2-4

on the circuit when the FIA safety valve in the fuel system jammed shut. Follmer lost time with a fuel leak; both Shadows had been changed over to Armstrong dampers as the Bilsteins didn't seem to be behaving well on this particular circuit, although neither car really seemed to handle well afterward either. Neither did Schuppan or Ganley get going well in the time available.

The grid lined up with the pair of JPSs sharing the front row with Elf's Tyrrell, the twin McLarens next despite their troubles, and Hobbs having slit his big Lola into the third row space between Pace's and Regazzoni's F1 cars; all these first eight men were within a one-second bracket.

RACE

About the only overnight work was fitting a new V12 into Regazzoni's BRM. McLaren decided to try replacing all the ancillary gear on Hulme's engine instead and try it in the morning warm-up, after which there was still time to change it before the race; the gamble worked. The warm-up actually was very brief, but 10 m being allowed amid preparations for all the other events of the day, which on such a cold, threatening day was hardly enough time actually to warm anything up. However, it was enough to lead the Shadows into changing gear ratios, and Hailwood into changing springs.

Last year the weather was dismal but at least it was stable. This time, after a year of work, HM's Met Service had succeeded only in messing it all up so that bright sunny intervals alternated with dark ominous overcasts; it was still uncomfortably cold but at least the wind velocity had been lowered somewhat from Saturday. It was said, however, that somewhere off across the North-

amptonshire stage there was snow lurking in the wings. Hah! In April that couldn't happen.

The general air of urgency that had permeated practice seemed apparent just before the race too, as one by one the drivers went off on their going-round-to-the-grid lap—only a few took the time to practise their standing starts. Fittipaldi was the last one off, which gave rise to the thought there might be something wrong, but the mechanics said no, it was just sensible to wait until the last minute to get things warm.

The one minute board went up and the field rolled around Woodcote to the curving starting area; the man with the Union Jack gave no hint of his intentions for a long anxious time during which everybody sat straining with eye on him and foot on clutch; Revson's clutch started gripping and he had his foot on the brake to stop his car sneaking forward by itself, Oliver was having a similar problem, so was Peterson—and at last the colours dropped and the tension snapped in a roar from 29 racing engines.

The left side and the middle of the front row, wheels smoking and then biting, surged off together, but the right side didn't move. Fittipaldi thrust his arm straight up to show his engine wasn't driving his wheels as everyone behind tried to steer out toward the middle and get away—the pits wall prevented anyone going round to the right. Everyone was by except Pace who was just hopelessly locked in behind his fellow Brazilian until practically every other car had flowed by, and Oliver behind that, who also had his arm in the air because his clutch had failed. As the others dwindled away up the straight both Fittipaldi and Oliver got moving and followed them, but rather slowly.

Up at Copse Peterson arrived first, just ahead of three cars virtually abreast, out of

which confrontation Stewart came with second place and Hulme with third just ahead of Regazzoni. On around the flat airfield they tore, all falling into weaving, bobbing lines in the corners but darting like F3 cars to spread out across the straights, and hardly had officials time to clear the grid and photographers scurry across to take up their race positions as opposed to their start positions, when there was a frighteningly furious noise rising out from under the Daily Express bridge, a noise like 27 angry one-ton hornets, and a delicate low black wedge came bursting into the long fast Woodcote arc, Peterson's blue helmet just visible.

Right up tight behind was the tall airbox of Stewart's Tyrrell, Hulme's elegant white McLaren, the broad bobbing, leaning nose of Regazzoni's BRM, Revson's McLaren from Lauda's BRM, then Hailwood's Surtees just ahead of the four F5000s of Lunger, Hobbs, Dean and Pilette. Schuppan, Follmer, and Ganley were farther back slithering amid the heaving mass of the Rothmans cars, Pace was steaming along 15 laps down from his starting position. There was no sign at all of Fittipaldi, who had stopped and climbed out on the far side of the circuit with no drive at all to his wheels, but after everyone else had gone and it was quiet Oliver came trundling around to retire at the pits with impossible clutch slip.

Halfway round the second lap Stewart ran close up behind Peterson on Hangar Straight, the Tyrrell showing a slight speed advantage, and whipped out to the right and outraked the JPS into Stowe. Peterson responded as hard as he could, actually dropping wheels off the outside going into Abbey which threw a shower of stones square on to Hulme's helmet on that lap, but already Stewart was pulling out a distinct advantage. It looked like Jackie was going to run right away and leave Ronnie wishing he had Emerson's help.

But then it was Stewart who needed help, for on the sixth lap he apparently picked up a small puncture and arrived into Becketts too fast for the available adhesion and spun off. Peterson popped by and so did four more men before the Tyrrell powered back on to the track, fallen well back to sixth place with a several hundred yards gap up to Lauda. Now it looked like a different race, for how could Stewart hope to catch up with a tyre going down. All Peterson had to do now was fend off Denny Hulme, who was feinting closely with his strong, self-controlled style, but who was actually feeling his engine surging oddly and watching his oil pressure gradually drop down. Regazzoni's tyres were evidently going off (all the BRM drivers later reported strong understeer) and Revson was able to get by into third place. Revvie actually was suffering a head cold and now he found his visor fogging up as he breathed through his mouth. Before long it looked like the lone JPS was going to do what Stewart had looked like doing until the sixth lap.

But it was time to get out the stopwatches again for Stewart—he had caught up the gap to Lauda, caught up Regazzoni, and had closed up behind the McLarens. The gap was 6½ s to Peterson. Then he got by both Revson and Hulme and it dropped to 4 s. It was 3.2 s on the next lap, 2.6 s on the next—and it was snowing. The sun had vanished and there was a dark pearly curtain sweeping down on the wind and there were little specks of hard beady snow swirling down.

Stewart explained later that he was keeping a steady eye on his soft left rear tyre, but the profile continued to look OK to him and now that the surface of the track was getting slick the loads on the tyre were reduced and his ability to get round the circuit faster than Peterson wasn't impaired. However, as he closed right up behind, he found the turbulence from the JPS was disturbing and on the slippery surface with a suspect tyre he couldn't bring himself to try to overtake. In fact he began to drop back, as if awaiting a better opportunity. The gap increased from under a second to 2 s to 2½ s.

INTERNATIONAL TROPHY LAP CHART

By Alan Phillips

DRIVER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
1 FITTIPALDI	2	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	
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3 STEWART	9	9	9	9	9	11	11	11	11	10	10	10	10	10	10	10	3	9	9	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
10 REVSON	11	11	11	11	11	10	10	10	11	11	10	10	3	3	3	3	10	10	10	9	9	9	11	11	11	11	11	11	11	11	11	11	11	11	11	11	10	10	10	10	10
9 HULME	10	10	10	10	10	14	14	3	3	3	11	11	11	11	11	11	11	11	11	11	11	11	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
6 PACE	14	14	14	14	14	3	3	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	19	19	19	19	19	19	19	19	19	58	8	8	8	8	8	8	8	
18 HOBBS	5	5	5	5	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	58	8	8	8	8	8	8	8	
11 REGAZZONI	19	19	19	19	5	5	5	5	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
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59 BROWN	6	51	22	51	55	55	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	
15 GANLEY	59	22	51	55	64	39	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	
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Making rare appearances in Britain, but both winners: Jackie Stewart and David Hobbs. 51-2-5

At half distance Revson had passed his team mate with his ever worsening engine; Denny had also made the wrong choice in tyre compounds (his own admission) and when the oil pressure dropped below 20 psi he quit in the pits. Behind the BRMs came the Lola of Langer, who was trying so hard to wipe away the memory of his nonsenses of the Saturday that he established the Sunday's F5000 lap record at 1 m 18.8 s, just equal to last year's F1 race record (Hailwood) set in better conditions. For the first half of the race team mate Hobbs was backing him up, but blasting up out of Abbey on the 24th lap David's engine let go in the world's largest cloud of white smoke and he coasted on around into the pits.

Behind Vern Schuppan it was now Tony Dean "second in class." Hailwood had early encountered tremendous understeer and stopped for a tyre change, putting intermediates on. Pace's strong drive, which had carried him up past his team mate into ninth place, paused at the pits for replacement of a rear wheel, and ended completely half a lap later when the nut on that wheel backed off against its safety pin; apparently the air-operated spanner had run out of air at the critical moment. Ganley's most unhappy, not to say frightening, drive was brought to a voluntary end when a stuttery engine made struggling with a probable slow puncture futile.

At the three quarters distance mark Peterson showed how worried he was about the constantly hovering Stewart that he took the John Player car to the day's best lap: 1 m 17.5 s (135.96 mph) and shot on across the fields determined to do even better. On the 32nd lap as he scrambled up over the brow of the little hill which makes Maggotts blind to someone seated in a racing car and arrived at the braking area for Becketts, he found two things: Schuppan's BRM going around and around and crumpling its wide nose, and a road surface gone glistening wet with a sudden dense fall of snow. Ronnie went sliding sideways and backwards off on to the grass, fortunately stopping before he repeated his Wednesday crunch at nearly the same spot, and as immediately as his superb reflexes allowed he had found bottom gear and was burning the mud into steam on the way back to the track, but Stewart had caught on to the changed conditions just in time to stay on the road and go by into the lead.

So it was the Tyrrell that appeared all alone back at the pits, with the JPS popping into view well behind. The track here was still dry and it was here that Peterson was visibly going faster; the gap going from

6.2 s to 5 s to 3.5 s in so many laps. There were five laps left, but what was not visible from the pits was the way the Becketts blizzard was extending down toward the south end of the circuit and making the road there so wet that spray was flying from the slick tyres. On the 36th lap the gap was again 3.5 s, and then it was 4.4 s. Ronnie had, he admitted later, given up risking everything and he merely drove quietly around the last few laps accepting that he'd lost the race. It was an obviously relieved Stewart that raised his arm at the end of the 40 laps, 10.4 s to the good after a drive that despite a spin and a low tyre and a viciously changeable track surface was the fastest motor race held in Britain away from the Brooklands speedway.

Toward the end Revson's performance dropped off when he found his chassis' front roll stiffness "too soft" and violent oversteer, coupled with his constant visor-fogging annoyance, put him back behind the understeering (but obviously still fit) Regazzoni

while Niki Lauda persevered to the end in fifth place, still on the winner's lap. It was George Follmer's Shadow arriving home sixth overall once again, a lap back after a spin at Becketts and a serious vision problem caused by two F5000 engines blowing up in front of him. They had both sprayed his visor with oil, after he'd already used up the single "tearaway" to clear his vision when another one blew up in front of him first!

The three cars that had been in front of him at the 30-lap mark were no longer there by the 40th. Langer's impressive drive ended at the same time and place that Peterson spun, but the Lola never moved again as its left front suspension was bent against the rail. Schuppan came around from the same place and time needing the nosepiece replaced — he continued wearing one bearing number 11, but nobody seemed to mind. Dean, who for a while now led the F5000 section, likewise went off in the rain, stopped at the pits for repairs to his Chevron's nose, and then stopped on the course on the last lap with a bolt fallen out of the rear suspension. That left Gijs van Lennep's Lola to lead home the class seventh overall, not quite as impressive as the big iron was at Brands Hatch or in Silverstone practice for that matter.

Hailwood's gamble with Intermediate tyres failed and, after a curious stop on the circuit to look at how they were wearing, he retired at the pits.

GKN/Daily Express International Trophy, 40 laps, 117.08 miles

1. Jackie Stewart (Elf Tyrrell 006/2 Ford), 52 m 53.2 s, 132.82 mph;
2. Ronnie Peterson (John Player Spl Ford), 53 m 03.6 s;
3. Clay Regazzoni (Marlboro BRM P160E), 53 m 06.9 s;
4. Peter Revson (Yardley McLaren M23 Ford), 53 m 21.8 s;
5. Niki Lauda (Marlboro BRM P160D), 53 m 46.2 s;
6. George Follmer (UOP Shadow DN2A Ford), 39 laps;
7. Gijs van Lennep (ShellSport Lola T330 Smith/Chevrolet), 38 laps, 53 m 18.2 s, 125.20 mph; 8. Tom Belso (Surtees TS11 Smith/Chevrolet), 38; 9. Vern Schuppan (Marlboro BRM P160E) 38; 10. Keith Holland (Trojan T101 Smith/Chevrolet), 38; 11. Tony Dean (Chevron B24 Chevrolet), 38; 12. Clive Santo (ShellSport Lola T330 Smith/Chevrolet) 37, 13. Bob Brown (Chevron B24 Chevrolet), 37.

Retirements: Emerson Fittipaldi (John Player Spl Ford), 6 laps, clutch or flywheel; Jackie Oliver (UOP Shadow DN1A Ford), 1 lap, clutch; Ian Ashley (Lola T330 Chevrolet), 3 laps, shunt; Graham McRae (McRae GM1 Bartz/Chevrolet), 4 laps, engine; Ray Allen (Surtees TS8A Chevrolet), 5 laps, fuel system; Teddy Pilette (Chevron B24 Morand/Chevrolet), 9 laps, engine; Carlos Pace (Surtees Fina TS14A Ford), 15 laps, loose wheel; Steve Thompson (Chevron B24 Chevrolet), 16 laps, engine; Jock Russell (McRae GM1 Chevrolet), 16 laps, engine; Bob Evans (STP Trojan T101 RES/Chevrolet), 20 laps, engine; David Hobbs (Haggar Slacks Lola T330 Morand/Chevrolet), 22 laps, engine; Denny Hulme (Yardley McLaren M23 Ford), 23 laps, engine; Howden Ganley (Iso Marlboro FX3-2 Ford), 25 laps, engine; Mike Hailwood (Surtees Fina TS14A Ford), 26 laps, tyres; David Oxtan (Begg FM5 Chevrolet), 29 laps, spin; Brett Langer (Haggar Slacks Lola T330 Morand/Chevrolet), 31 laps, shunt.

Fastest laps. F1: Peterson, lap 29, 1 m 17.5 s, 135.96 mph (record). F5000: Langer, 1 m 18.8 s, 133.72 mph.

Clay Regazzoni drove a very smooth race to finish third.



We're glad to say that last years competition is catching up.



RONNIE PETERSON DRIVER OF THE JOHN PLAYER SPECIAL

We're the first to admit it.

Ronnie Peterson was one competitor who really had us worried last year.

But this year, we're not afraid of him anymore.

Because this year, he's driving on our side.

And judging by the way he drove in the GKN-Daily Express International Trophy Race, we were right to have once considered him a threat.

Because he placed second in it.

Which means he's catching up on team mate Emerson Fittipaldi.

Something which would have made us very unhappy last year.

But makes us very happy this year.

In fact, we're absolutely delighted to know that both men will be racing their brilliant way through 1973 on ordinary Texaco petrol and Havoline oil.

And that now, someone else will be worrying about Ronnie Peterson.



Local boy makes good



Lunger leads Hobbs through Woodcote during their F5000 battle.

51-2-7

Just before Peter Gethin's historic win in the Race of Champions I remember a motor racing historian dismissing Formula 5000 with a few quick words. He said, among other things, that racing cars have twin overhead camshaft engines and that F5000 was a dead-end formula. Last Saturday David Hobbs and Carl Hogan's Lola team hammered another nail into the coffin of that one by winning the GKN Vanwall Trophy race at a post-war record average speed of 132.10 mph (a record destined to be beaten the following day).

Hobbs and second man Brett Lunger, who played both with the field and to the crowd in a demonstration for the Hagger Slacks team, are firmly convinced that the days of Formula 1 pre-eminence are over. Their patron, Hogan, spends more in time and energy in having the two Lola T330s prepared than probably any in the formula, and the result is that at this standard the big American-inspired formula is challenging F1.

Keen followers of the sport will remember Denny Hulme's comments in AUTOSPORT a few months ago. Denny said that at the time F5000 was in no way as professional as F1. Few people argued, but fewer had the foresight of Hulme when he said that a properly prepared (by which he meant F1-standard prepared) Formula 5000 could be as quick as an F1. Even at the moment, after Gethin's rather freak Brands Hatch win and Hobbs' incredibly quick practice lap at Silverstone of 1 m 17.5 s, the F1s still have the edge. But Lunger summed up the case for the F1 brigade when he said after Gethin's Brands win, "The writing is on the wall for the current F1. Just give F5000 another year..."

Frank Gardner and Eric Broadley had put in a lot of work on the Lolas of Hobbs and Lunger since Brands Hatch. They were, effectively, different cars and the results of practice showed an astounding superiority over the opposition. With Hobbs on 1 m 17.5 s and Lunger on 1 m 18.2 s—compared with Graham McRae's official class lap record of 1 m 19.6 s and Mike Hailwood's F1 record of 1 m 18.8 s—the trend for the week-

end was set. The best achieved by a Chevron, the Brands winners, was 1 m 19.2 s by Tony Dean's Anglo-American B24, a time equalled by Keith Holland (Ian Ward Trojan T101) and 0.1 s better than John Gunn with his Crane Cams March 73A.

Poor Gunn was not actually to make Saturday's race, through an engine blow-up in that morning's practice. A similar fate befell Mallory winner Graham McRae, whose Iberia car suffered engine problems with a best on Saturday of 1 m 21.3 s. When the engine expired on Friday it was stripped, and lo and behold, in the sump was part of a socket set! The engine was reassembled and McRae did half-a-dozen laps on race morning before deciding that discretion was the better part of what's it.

Lunger Lola T330 1:18.2	Hobbs Lola T330 1:17.5
Holland Trojan T101 1:19.2	Dean Chevron B24 1:19.2
Thompson Chevron B24 1:20.0	Gunn* March 73A 1:19.3
Pilette Chevron B24 1:20.9	Rollinson McRae GM1 1:20.3
McRae* McRae GM1 1:21.3	Belso Lola T330 1:21.0
Oxton Begg FM5 1:21.5	Brown Chevron B24 1:21.4
van Lennep Lola T330 1:22.1	Evans Trojan T101 1:21.5
Ashley Lola T330 1:23.0	Santo Surtees TS10 1:22.4
Russell McRae GM1 1:23.0	Allen Surtees TS88 1:23.1
Campbell* Surtees TS88 1:25.4	Hyams Lola T330 1:24.5
	Bowtell McLaren M10B 1:29.3

* Non-starter

On the third row of the grid, on his own in the absence of Gunn, was Steve Thompson's Servis Chevron B24 (1 m 20.0 s). Cousin Alan Rollinson (McRae GM1) with 1 m 20.3 and Teddy Pilette with his brand new VDS Chevron-Morand B24 (1 m 20.9 s)

completed the fourth row of the two-two grid.

Remember the old Bruce and Denny show in CamAm racing? Well, if the 25-lap third round of the Rothmans European championship is anything to go by, it could be the David and Brett show in this year's L&M series. These two, supremely confident after their shattering morning practice, played with the field the entire race. David led for the first 12½ laps when Brett relieved him of the place at Stowe. But it was to be unlucky 13 for the American, who promptly spun at Becketts. The lead went back to Hobbs and Lunger had a fair deficit to make up. But make it up he did, and though they made it look easy they were really pressing on. About one-third distance they both chipped a little from McRae's official record. But after the midfield changes, with Lunger keen to catch up and Hobbs anxious to retain his lead, they were still supreme. Indeed, it was within the last few laps that each lapped in 1 m 18.0 s, a superb time which set the seal on a first-class weekend for the whole team.

Meanwhile, where was the field? Dean ran a consistent and fine third with his Chevron, but even the Yorkshireman would be the first to admit that for the maximum from a B24 these days one needs the likes of Peter Gethin, and his car has gone back to the States. This is in no way to derate Dean's performance, which made it a one-two-three for the powerful and reliable (and expensive) petrol injected Morand motors.

Harrying Dean for third until the 20th lap was Keith Holland, who goes exceedingly well in the Trojan. But Keith's race was cut short by a transistor box failure—how many times have we heard that complaint in all forms of racing? Holland too had had his challengers, but at approximately the same point as his demise, his opposition failed. Rollinson's McRae—"It's not Duckhams sponsored, so don't be misled by the colours"—came round trailing a cloud of steam that would have put a Canadian Pacific engine to shame. A piston had blown, and Alan went off to decide what to do for tomorrow's big race.

Thompson had been mixing it with the early Dean/Holland/Rollinson dice for third, but a wing trim on his car became detached towards the end, and he dropped back through the field to finish eighth. Dean's team-mate, Brown, had engine problems, and after a promising first third in which he was challenging Pilette's new car for seventh, fell back.

After all this it was Belso's Shellsport/Luxembourg Lola which inherited fourth after a splendid climb through the field. He managed to pass a lot of people, including the furiously dicing pair of Oxton and Ashley, an affair which was ended when the Lola driver spun at Chapel towards the end. Belso's team-mate, van Lennep, occupied a position unbecoming of a champion throughout the entire race, but his car had only just been rebuilt after Tony Trimmer's Mallory practice accident—and an unsorted Lola is a rather undesirable object. Bob Evans was nicely stuck in with his STP Trojan until the seventh lap when he pitted to have a shredded tyre replaced, an action which cost him 11th place at the time and undoubtedly a higher final placing.

RICHARD FEAST

GKN Vanwall Trophy race

25 laps, 73.18 miles

Rothmans European F5000 Championship, round 3

1. David Hobbs (Lola-Morand/Chevrolet T330), 33 m 14.2 s, 132.10 mph;
2. Brett Lunger (Lola-Morand/Chevrolet T330), 33 m 15.2 s;
3. Tony Dean (Chevron-Morand/Chevrolet B24), 33 m 41.0 s;
4. Tom Belso (Lola-Smith/Chevrolet T330), 24 laps;
5. David Oxton (Begg-Morand/Chevrolet FM5), 24;
6. Teddy Pilette (Chevron-Morand/Chevrolet B24), 24;
7. Ian Ashley (Lola-Bolthoff/Chevrolet T330), 24; 8. Steve Thompson (Chevron-RES/Chevrolet B24), 24; 9. Clive Santo (Surtees-Smith/Chevrolet TS10), 24; 10. Jock Russell (McRae-Smith/Chevrolet GM1), 24; 11. Gils van Lennep (Lola-Smith/Chevrolet T330), 24; 12. Bob Brown (Chevron-Morand/Chevrolet B24), 20; 13. Bob Evans (Trojan-RES/Chevrolet T101), 13; 14. Ray Allen (Surtees-RES/Chevrolet TS88), 22.

Retirements: Alan Rollinson (McRae-Molloy/Chevrolet GM1), 20 laps, blown piston; Keith Holland (Trojan-Smith/Chevrolet T101), 19 laps, transistor box; Colin Hyams (Lola-Bolthoff/Chevrolet T330), 6 laps, cracked cylinder head; John Bowtell (McLaren-Rover M10B), 3 laps, overheating.

Fastest lap: Hobbs and Lunger, 1 m 18.0 s, 135.09 mph (record).



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GOODYEAR TYREPOWER

Marches to the fore

March cars dominated the 20-lap opening round in the John Player Formula 3 Championship, with the Novamotor-powered Chequered Flag/Peter Bloore car of Russell Wood having a thrilling slipstreaming dice with the Colin Andrews-entered Holbay-powered car of Ian Taylor. Ian Taylor led on to the last lap but lost time at Becketts giving Wood the chance to slip through and take a well-deserved win. Everyone else was outpaced, the Ensign of third man Mo Harnes being 10 s behind the winner at the end. Russell Wood also dominated his 10-lap heat while the other was slower but much more closely fought with the Australian Larry Perkins eventually coming out on top with his GRD.

HEAT 1

Fastest overall in practice and occupying pole position for this heat was Mike Wilds' Dempster Ensign which reduced Alan Jones' record time of 1 m 32.2 s to 1 m 31.8 s, but in doing so the Holbay engine he was using went all sour and he was forced to change to his less powerful unit he used the previous week at Snetterton, for the race. Ian Taylor, last year a Formula Ford expert at this circuit, was finding the transformation to Formula 3 no problem as he took the Colin Andrews/Baty March around in 1 m 32.1 s, also under the record. Between the Friday and Saturday sessions, Taylor's Holbay engine was changed while the rev counter broke in the Saturday session. Completing the front row was the record holder himself, Australian Alan Jones whose DART GRD lapped in 1 m 33.1 s making it an Ensign-March-GRD front row.

The next four rows of the grid were made up as follows:

Masami Kuwashima (GRD-Holbay 372), 1 m 33.4 s; Brian Henton (GRD-Holbay 373), 1 m 33.4 s; Michel Leclere (Alpine A364), 1 m 34.0 s; Larry Perkins (GRD-Novamotor 372), 1 m 34.0 s; Alain Cudini (Alpine Renault A364), 1 m 34.4 s; Jacques Lafitte (Martini-Holbay Mk 14), 1 m 34.4 s; Conny Andersson (Brabham-Novamotor BT35), 1 m 34.4 s; Jean Max (Martini-Vegantune Mk 14), 1 m 34.6 s; Johnny Gerber (Brabham-Holbay BT41), 1 m 34.9 s; Roger Keele (March-Vegantune 723), 1 m 34.9 s. Ulf Svensson's Brabham BT41 never took up his eighth row grid position after a piston went in practice.

Taylor's start from the middle of the front row was not a particularly rapid one, but he took Copse in the lead from Wilds with Leclere's new Alpine up to third ahead of Jones. Taylor kept on to his lead around the first lap with Wilds holding second, Lafitte's Martini up to third, from Kuwashima, Jones, Leclere and Perkins. Back at Abbey confusion reigned when the GRDs of Gunnar Nordstrom and Brian Henton, and Johnny Gerber's Brabham BT41 tried to take Abbey together in fifth place. Henton's car spun off into retirement and Alain Cudini's Alpine spun to avoid, while at the back of the field, Max Bonnin's March 733 ignored the yellow flags to drive into the stationary Alpine and totally write it off. Nordstrom and Gerber went on without delay, but Henton's was quite badly damaged.

Lafitte took over second place from Wilds at Becketts on lap two with Taylor still in the lead but with very little between these three cars and Jones, Kuwashima, Perkins and Leclere. Lafitte and Wilds made their bid to usurp Taylor on the third lap and succeeded, Wilds taking the lead out of Stowe only to have Lafitte take him at Club. And it was still Lafitte at the end of the lap with Wilds' engine expiring in a cloud of smoke at Abbey with run bearings. This put Jones' GRD into second with three laps gone but now Kuwashima was making his bid and on the fifth lap took the lead at Club. Meanwhile the challenge from the DART GRD faded on the fourth lap when the Australian unfortunately headed for the pits with the throttle return spring stuck; he carried on a lap down.

With Kuwashima holding the lead, Australian Perkins took over second place and began to challenge the 21-year-old Japanese driver with Lafitte picking back third place from Taylor on lap seven after the Martini went onto the grass at Copse on the sixth lap. It was now between these four and Perkins took the outside of Kuwashima at Woodcote on the ninth lap to start the last one inches ahead of the others. Although he complained of not having compression on one cylinder, Perkins managed to break away at Club and on the run-in to Woodcote, so finished the race 0.6 s ahead of the other three with Lafitte taking Kuwashima on the grass into Woodcote and getting away with it too for second, while Taylor's handling went weird with a slow puncture as well as having another broken rev counter, so he made do with fourth—albeit almost alongside Kuwashima. Leclere (on Dunlops compared with the other Alpine in the second heat which had Firestones fitted) dropped away from these four suffering from fuel starvation, finishing comfortably ahead of the next group with Sweden's Nordstrom holding the advantage for sixth place in the last few laps, harried all the way by talented American Danny Sullivan who made a good impression in his first Formula 3 race with the Ehrlich to finish a tidy seventh ahead of Jean Max's Martini. Gerber who was following this trio retired with handling problems after the first lap shunt, while Conny Andersson's old droop-nosed Brabham BT35 never featured after being hit on the first lap, finishing 11th.

HEAT 2

Russell Wood's Peter Bloore-organised March 733 was the only British representative on the front row of the second heat, for on pole position was Christian Ethuin's Motul Martini-Vegantune Mk 14 on 1 m 32.8 s, 0.2 s quicker than Wood with the works Alpine of Alain Serpaggi third fastest on 1 m 33.4 s. Tony Brise, having recently celebrated his 21st birthday, had nothing to celebrate during practice with his Kent Messenger GRD 372, Tony running last year's car in preference to the 373 for handling reasons. Tony was back on the third row having done very little practice owing to a loss of compression on one cylinder. Others in engine problems were Mike Tyrrell and Damien Magee. Tyrrell's Vegantune engine was most uncompetitive on the straights and Magee, getting used to his new Brabham BT41 had a piston go on the Novamotor engine in practice and replaced this with a Holbay unit.

However, after the first row the leading positions were:

Mo Harnes (Ensign-Holbay LNF3/73), 1 m 33.8 s; Hakan Dahlqvist (Merlyn-Vegantune Mk 22), 1 m 33.9 s; Jean-Pierre Paoli (Martini-Holbay Mk 14), 1 m 34.0 s; Richard Roberts (GRD-Levsey 373), 1 m 34.0 s; Tony Brise (GRD-Holbay 372), 1 m 34.1 s; Randy Lewis (Brabham-Novamotor BT41), 1 m 34.9 s; Lionel Friedrich (March-Holbay 733), 1 m 34.9 s; Andy Sutcliffe (Royale-Vegantune RPT1A), 1 m 35.2 s; Mike Tyrrell (Ensign-Vegantune LNF3/72), 1 m 35.4 s; Bernard Beguin (Martini-Holbay Mk 11), 1 m 35.5 s; Damien Magee (Brabham-Holbay BT41), 1 m 35.6 s.

This heat was quite a tame affair with Wood outpacing the rest of the field easily in his March-Novamotor. From Copse on the first lap, Wood took the lead and steadily increased it lap by lap until by the end of 10 laps he had an 8 s win, despite having quite a fraught sideways moment on the second lap at Stowe. Serpaggi's Alpine held second place from Ethuin who moved up to pounce at Woodcote at the end of the third lap, which he did successfully. Meanwhile, Brise holding fourth place lasted just two laps before the engine blew again, which elevated Mo Harnes's Ensign into a lonely fourth place. In fact all these four cars were quite well spaced out throughout the race.

The first battle, therefore, was in fifth where 26-year-old Swede Hakan Dahlqvist did most of the leading in his Merlyn Mk 22, under constant pressure from former Formula France ace Jean-Pierre Paoli in the BP Martini Mk 14, Richard Roberts' GRD and Brazilian saloon champion Lionel Friedrich who had not sat in a Formula 3 car before the first practice as his new March-Holbay 733 was only ready then. Friedrich, his car also looked after by Pete Bloore, was most impressive as he took control of this hectic battle at times while Paoli also headed the queue for half of the sixth lap. Paoli's efforts to outdo Dahlqvist on the eighth lap, however, ended with the Martini spinning into retirement at Stowe and it was the Swede Dahlqvist who managed to get to the line challenged hard by 24-year-old Friedrich, with Roberts a little over a second behind. Dahlqvist didn't see the flag and hit another car on the slowing down lap, with little damage. Magee's Brabham worked up well to finish eighth, disposing of Bernard Beguin's Martini on the last lap with Mike Tyrrell making do with little power from the engine to finish 10th, getting the better of Tony Rouff's GRD on the last lap. Lewis's Brabham was well up with these before his engine blew.

FINAL

Opening the day's programme, the 20-lap John Player final was the only race unaffected by the weather. The second heat was much quicker than the first, so that Wood's March, Ethuin's Martini and Serpaggi's Alpine lined up on the front row, with Harnes and Dahlqvist on the second and winner of the first heat, Perkins on the third row with Friedrich's March and Lafitte's Martini. Kuwashima and Taylor were back on the fifth row while among the quick ones who qualified by fast times for the race but were towards the back of the grid were Wilds' Ensign, Jones' GRD and Paoli's Martini.

End of the first lap at Woodcote with Wood leading Ethuin, Harnes, Taylor and Serpaggi.

51-2-8



Sullivan's Ehrlich unfortunately never left the grid, with jammed gears, while Leclere made a incredible jump start to join the second row from his sixth row position by the time the flag dropped. All was well in to Copse with Serpaggi taking the lead from Ethuin, Wood, Taylor, Harness, Lafitte and Dahlqvist, while Wilds and Paoli—both charging through from low grid positions—had a coming together at Becketts and went off into the bank. By Stowe, Wood's March had slipstreamed both the Frenchmen to take the lead and that's where Wood stayed at the end of the first lap from Ethuin whose Martini gave a cloud of ominous smoke from the engine at Abbey; Taylor, Harness, Serpaggi, Dahlqvist, Lafitte, Kuwashima, Friedrich, Perkins and Magee in a huge bunch of cars all jostling for positions were next up.

Wood pulled out a little on the second lap as Taylor moved into second place at Stowe joined by Harness from Ethuin, but Ethuin was obviously in trouble and toured past the pits a lap later with a blown engine. By the third lap, the three leaders were holding station, Wood 20 yards ahead of Taylor who, in turn, was out of Harness's reach, with Lafitte dropping behind in fourth. Then came a huge battle headed by Kuwashima from Serpaggi, Dahlqvist, Friedrich and Max. Perkins dropped out of this group by spinning off at Abbey on the fourth lap, while Magee also went out on the same lap with a jammed relief valve. Friedrich and Kuwashima took Woodcote spectacularly side-by-side on the seventh lap, but altogether, the places in this group were always swapping with Kuwashima or Dahlqvist usually holding the upper hand.

It was quite strange for a Silverstone Formula 3 race to see at the front four leading cars well separated, and by half-distance, Kuwashima and Max had pulled out from Friedrich, who also had opened out a bit on Dahlqvist and Serpaggi. But Friedrich pulled out of this group on the 12th lap when the rear wing came adrift and he was forced to retire.

From his lowly grid position Alan Jones drove a very sensible race in his GRD to keep out of the way of the accidents and pick up places almost every lap to hold an excellent ninth place by half-distance. Behind him there was quite a tussle between Andersson's Brabham, Beguin's Martini and Roberts' GRD (up from 22nd on lap 1) but first Beguin spun at Stowe and later retired with a dud fuel pump, then Andersson retired with a puncture and to eliminate all three of these contenders, Roberts' engine failed and he toured in from Abbey. Val Musetti's Royale was put off line by the ailing GRD and escaped unhurt from a very large accident. So behind Jones, moved up Gunnar Nordstrom's GRD which had been delayed on the first lap in a collision with Max at Becketts.

Wood had quite a sideways moment at Stowe on the 11th lap, and Ian Taylor now started to draw in the black Chequered Flag March and on the 14th lap, the two Marches were right together. This was more like it with Taylor mounting his attack on Wood, taking the lap record with him at 1 m 32.2 s. Taylor made his move on the 16th lap, taking the lead into Stowe but Wood slipped to the outside of the white March as the two cars came under the Express bridge and headed towards Woodcote. Wood on the outside then dived across on the inside to retake the lead which he held all through the 17th lap. But on the 18th, Taylor was really pressing Wood into Stowe and the black March lost it for a moment, going onto the grass leaving the corner which gave Taylor the opportunity to get back into the lead. Wood didn't lose much ground, though, and was noticeably quicker from Club to Abbey to start the penultimate lap right on Taylor's tail. There was no place changing on this lap, as Wood was content to sit on the tail of the other March. Out towards Becketts and Taylor tried to leave his braking very late for the corner in an effort to pull away. But the reverse happened, the brakes locked and the March went skating wide. This was enough for Wood to go through into the lead with Taylor hard

on his heels into Stowe; but through Club the black March was again able to pull ahead and that was enough for Russell Wood to give him his second Formula 3 win of the year.

Harness and Lafitte were never in the hunt in third and fourth places and were never challenged by anyone else either, so the next interest was for fifth place. Kuwashima and Max who had pulled away from the others were suddenly caught again with four laps to go by Serpaggi and Dahlqvist, with Kuwashima taking charge of the battle from Max on the penultimate lap. There he stayed, too, with Dahlqvist also through into sixth while Max tried a dangerous manoeuvre on the inside of Woodcote just before the finish pushing the Merlyn out to the outside, but Dahlqvist still got to the line ahead of the Martini with Serpaggi making do with eighth.

Alan Jones's performance was most impressive. After taking ninth place at half-distance he pulled back a massive leeway on the fifth placed group to finish just 2 s behind Serpaggi. Given another lap or two, and he would surely have been up to fifth. In 10th place, Leclere's Alpine caught up with Nordstrom's GRD and passed him with four laps to go, but although he kept on to the advantage

the Alpine was penalised a minute for the jump start anyway so dropped to 14th in the results. Following a spin at Becketts, Mexican Gerber recovered to finish 12th, close behind Roger Keele's McKechnie March 723. Barrie Maskell's new Dastle-Novamotor Mk 11 was too unsorted to be competitive, but managed to get up to 13th place before retiring with a broken valve spring, engine trouble also eliminating John Sheldon's Royale from 14th place near the end.

ROBERT FARNALL

GKN Forgings Trophy race
John Player Formula 3 Championship round
20 laps, 56.54 miles

1. Russell Wood (March-Novamotor 733), 31 m 18.6 s, 112.18 mph;
2. Ian Taylor (March-Holbay 733), 31 m 20.0 s;
3. Mo Harness (Ensign-Holbay LNF3/73), 31 m 28.8 s;
4. Jacques Lafitte (Martini-Holbay Mk 14), 31 m 30.8 s;
5. Masami Kuwashima (GRD-Holbay 372), 31 m 41.4 s;
6. Hakan Dahlqvist (Merlyn-Vegantune Mk 22), 31 m 42.2 s;
7. Jean Max (Martini-Vegantune Mk 14); 8. Alain Serpaggi (Alpine Renault A364); 9. Alan Jones (GRD-Vegantune 373); 10. Gunnar Nordstrom (GRD-Holbay 373); 11. Roger Keele (March-Vegantune 723); 12. Johnny Gerber (Brabham-Holbay BT41). Fastest lap: Taylor, 1 m 32.2 s, 124.29 mph (record).
Heat 1 (10 laps): 1. Larry Perkins (GRD-Novamotor 372), 15 m 54.8 s, 110.36 mph; 2. Lafitte; 3. Kuwashima; 4. Taylor; 5. Michel Leclere (Alpine Renault A364); 6. Nordstrom. Fastest lap: Alan Jones (GRD-Vegantune 373), 1 m 33.2 s, 113.06 mph.
Heat 2 (10 laps): 1. Wood, 15 m 33.6 s, 112.27 mph; 2. Christian Ethuin (Martini-Vegantune Mk 14); 3. Serpaggi; 4. Harness; 5. Dahlqvist; 6. Lionel Friedrich (March-Holbay 733). Fastest lap: Wood, 1 m 32.6 s, 113.79 mph.

GROUP 2

Gardner v Muir

"I suppose someone's looking for me," joked Brian Muir about Frank Gardner after a fantastic performance by Yogi to win the Group 2 race in the Malcolm Gartlan-entered Alpina BMW CSL, but not before he was involved in a collision with race leader Frank Gardner in the SCA Freight Camaro in the closing stages.

In a race which started on a dry track, turned to snow and then went back to being dry, Gardner's Camaro rocketed away from the field, the Australian showing all his capabilities by surging away from the field in the dicey conditions. However shortly before half-distance Yogi Muir found the BMW was well suited to the drying track and relentlessly pulled in the Camaro, Muir driving superbly to close right up with Gardner by the 12th lap. Now Gardner was not going to give the race away that easily and blocked off Muir until with three laps to go, Yogi dived for the inside at Becketts and came off best, while Gardner went spinning off the road.

So following his win for BMW in Europe at Monza, Muir did it again for the Munich concern, last Sunday and at the prize giving paid tribute to the fantastic performance established by Andy Rouse, who put the Broadspeed 2-litre Escort in to a magnificent second place overall as well as dominating the class from the outset of practice. Rouse's team-mate Vince Woodman won the 1300 class and goes in to the lead of the championship, but not before Peter Hanson's similar Escort 1300 BDA gave Vince a chase, and in the 1-litre class there was a tremendous set-to between the Imps of Bill McGovern and Les Nash with the triple champion coming out on top.

In what was one of the better Group 2 races seen since the formula's inception, Woodman and Nash established new lap records with Muir and Rouse not far off the other record times either.

ENTRY AND PRACTICE

On Britain's fastest circuit, the 550 bhp from Frank Gardner's 7-litre Chevrolet Camaro was expected to take it further than usual out of reach of his opponents in the second round of the British Touring Car Championship, and from the first of two practice sessions the SCA Freight Camaro set the seal on pole position with a lap in 1 m 34.1 s (111.98 mph). Being only 0.3 s under his

record, the Camaro's capabilities were obviously not stretched in achieving this time and so that Gardner could make sure he was just going fast enough to keep ahead of his opponents, he has his own timing device in the Camaro so he could pace his own practice times. Just another sample of the preparation Adrian Chambers' SCA team indulges in, but Adrian wasn't over-confident that the Camaro was such a clear winner, stating that the Alan Smith-prepared 7000 cc Sting Ray-based lump wasn't anything special at all and he could well see the 3-litre machines being a problem.

Meanwhile in rival camps, Ralph Broad said he thought Gardner's car was capable of 1 m 31 s times while his Capri was capable of 1 m 33 s. Now that Broad has managed to obtain some Weslake engines, Dave Matthews has been able to start testing the beautiful Broadspeed Capri, but there's still a lot to be sorted out. The well-publicised suspension set-up was still in evidence, although at the front it had been simplified somewhat to a similar set-up as used on the Cologne Capris, while forged titanium links are being made. The Dunlop-shod car with its 330 bhp Weslake V6 engine was much more competitive than at Brands for the much-talented Matthews and with Gardner trying out a different type of compound tyre for Goodyear on Saturday, Matthews was quickest overall in 1 m 35.5 s to join Frank on the front row—incidentally, a time which was better than any achieved by the works German Capris at last year's Tourist Trophy.

Monza winner Brian Muir was going great guns in Malcolm Gartlan's BMW, entered by Dealer Team BMW. Alpina's Burkard Bovanspen was again on hand to see the Alpina-built CSL which had a 3.3-litre, 346 bhp Alpina engine installed instead of the temporary 3-litre mill used at Brands. Gartlan hopes to be finding quite a bit more power yet, Malcolm saying that for Silverstone the car simply wasn't fast enough, although Yogi did get round in an excellent 1 m 35.7 s.

Broadspeed employee and last year's Mexico champion, 26-year-old Andy Rouse is proving to be a real ace. Driving the Broadspeed 2-litre alloy block Escort BDA—the 2-litre effort of Vince Woodman's Esso Uniflo sponsored team—Rouse was most impressive in recording a phenomenal 1 m 36.8 s which was 0.4 s below the record set last year by Brodie and Matthews (this is the same car Matthews

used last year). While the other 2-litre Escort runners were Dunlop shod, Rouse was using Firestones. Martin Thomas' 5.7-litre Chevrolet Camaro has undergone a major rebuild over the winter and despite having the wrong diff fitted in practice, was still fast enough to head the third row with Dave Brodie joining him in the Norman Reeves-entered, works Boreham-supported Escort. Brodie has recovered from the bug which spoilt his Monza outing, but a down-on-power 2-litre alloy block BDA engine in practice meant that Brodie could not show anything near his true potential, having to make do with 1 m 39.2 s. An engine change for another Boreham-built 2-litre was made for the race.

And then came Jonathan Buncombe, "still learning how to drive his Escort. I'm braking in all the wrong places," added Jonathan who is soon adapting to the vastly different techniques required in handling his ex-Brodie Escort RS compared with his dominating period in Minis. Buncombe recorded 1 m 40.1 s with the 1850 cc Hart BDA engine while the full 2-litre iron block mill is being built up for Easter Thruxton after the fly-wheel fell off. Having missed the opening round at Brands, Lawrie Hickman was making a welcome return to Group 2 with the beautifully turned out Escort of Gerry Edmonds and Barry Smith. Finished in white/black and gold, this new Escort incorporates a very attractive front spoiler arrangement and uses bigger rubber wear than the other Escorts having 13in rear and 11in front rim widths compared with the others' 12in rear and 10in front. Power comes from a 1974 cc Alan Smith iron block BDA engine which isn't quite as pokey on top end power through using L1 cams and not F1s. Lawrie only used one of the sessions to do 1 m 40.3 s as brake problems on Friday saw the team remaking the pedal box during Saturday practice and an engine misfire had to be traced as well.

Three 1300 BDA-engined Escorts appeared and naturally dominated the proceedings. Well under the lap record, Vince Woodman's Broadspeed version was fastest at 1 m 44.3 s, a fifth better than Peter Hanson who is carrying out a development programme with Broadspeeds on this new Escort 1300 entered by John Hanson's (no relation to Peter) The Barbarians. Peter, having his first race in Group 2, was soon adapting to the change, with his Firestone-shod car (as was Woodman's), with Lincolnshire's 26-year-old Tony Dickinson, the third 1300 BDA Escort on 1 m 49.1 s. Dickinson's is an ex-Fitzpatrick/Broadspeed car with a Neil Brain-developed engine and Dunlop tyres. Best of the Minis were Chris Montague (now Longman-prepared) on 1 m 51.2 s, Jon Mowatt (1 m 51.3 s) and Paul Burt (1 m 51.8 s).

From the 1-litre class, the George Bevan Imps were as ever, on top, with Bill McGovern's lap in 1 m 51.5 s putting him on the seventh row, one ahead of Les Nash who recorded 1 m 52.5 s with Melvyn Adams' Imp the nearest challenger on 1 m 52.7 s.

RACE

While 29 cars prepared to line up for the 2-2-2 rolling start formation, spectators had the opportunity to compete in the British saloon car association's encouraging competition or get prepared for the wintry weather that was about to start. But it was a dry track when the dry-tyred cars motored off behind the course car for their pace lap and when the Jaguar pulled in to the pit slip road entering Woodcote, Dave Matthews decided to start the race and from his outside front row position went into the lead and dived on to the inside of the track to head Gardner before the cars reached the starting line! The power of the Camaro took it alongside the Lindrick Finance Racing Capri in to Copse, however, and it was Gardner who reappeared out of Copse in the lead. The Camaro extended its advantages all the way round to reappear at the end of the first lap out of reach of Matthews with Muir's BMW taking over third place from Andy Rouse's Escort at Abbey, Rouse already some way ahead of Brodie, Thomas, Buncombe and Hickman.

Snow was already falling at Woodcote when Gardner completed the second lap with Muir closing rapidly on Matthews and on the third tour, the BMW streaked by the Capri on Hanger Straight while Buncombe and Hickman went either side of Thomas' Camaro at Becketts to drop that two places, but by the fourth lap Buncombe's race was unfortunately over as a diff failed and he headed for the pits. Brodie's attempt to catch Rouse was thwarted on the fourth lap when the Brodie spun off at Copse and continued in ninth place handing Buncombe with an excellent fifth place overall for one lap before his retirement.

The track was quite wet by the fifth lap, so that Frank Gardner was working incredibly hard to keep the slick-tyred Camaro on the road, but at the same time as Gardner fought the 7 litres through Woodcote, with his arms working overtime to keep up with the power, he was pulling away from Muir and Matthews, the Capri having some frightening-looking moments through Woodcote in the wet. But not quite as fraught as Muir's efforts in the BMW when on the sixth lap Yogi got the car incredibly sideways on the way out of Woodcote. Rouse was impressively steady in fourth place, while the weather was playing havoc behind with Vince Woodman's 1300 BDA Escort better suited to the conditions than the 2-litres. The result of which was Woodman taking over fifth overall on the sixth lap before Thomas pushed him back down to sixth, while Hickman was caught by Brodie and Hanson's well-driven 1300 BDA. After an incredibly close thing at Woodcote on the seventh lap when Brodie and Hickman were absolutely side-by-side all the way through the corner, Brodie took over seventh place, but for some laps could not pull out much advantage over the other two.

Matthews' race was not a happy one, in third place. The conditions didn't seem to suit the car too well, but the engine suffered a failed Bosch transistorised ignition system and Matthews pulled off at Abbey on the ninth lap, by which time the sun was shining again and the track was drying out. The result of this was that Gardner's huge lead of around 15 s was being whittled away by Muir, whose efforts through Woodcote were a joy to watch.

The BMW was visibly gaining yards on the Camaro through Woodcote so that by the end of 12 laps the two cars were nose-to-tail. The battle was on and Gardner wasn't going to give way, the big Camaro suffering from clutch slip but not liking the sometimes dicey conditions anywhere near as much as the BMW. Although Gardner managed to draw ahead on the straights, Muir was making determined efforts to outcorner the Camaro, the sight of the two of them well tweaked up at Woodcote being quite something. Whether it was Woodcote, Copse, Becketts or Stowe, Muir was having a real go to dive inside Gardner but the BMW's path was blocked every time.

It was stirring stuff for six laps with both of these very experienced drivers trying their hardest. When they started their 17th lap, the situation was the same but out at Becketts, commentator Peter Hamilton-Smith graphically described the incident. Muir decided he had had enough of sitting behind the wide Camaro, and made a bid to go through on the inside at Becketts. The two cars touched and the Camaro went spinning on to the grass, out of which Gardner spun again when accelerating back on to the circuit. He got going again still in second place but not knowing how much damage there was, Gardner eased off considerably, letting Andy Rouse through to a superb second place overall on the 18th lap.

So with its inside front wheel off the deck through Woodcote, Muir crossed the line a surprising but thoroughly well-deserved winner with the BMW running on only four cylinders for the last few laps.

With the track drying, Brodie (with no third gear) was quickly making progress through the field and after picking off Woodman from fifth place on the 12th lap, the Brodie closed right up on Thomas. Starting the 14th lap side-by-side and very close to the Camaro out of Woodcote when lapping a slow back marker, Brodie took over fourth place. However, Thomas came back at him towards the end of the race, finishing less than a second adrift after quite a determined, last-minute bid by the Camaro. Hickman also went much better with the track drying, pulling well out of Hanson's reach on lap 14, Hickman being the last man not lapped at the finish.

In the wet Hanson had been well within striking distance of Woodman but gradually fell back in eighth place as the race wore

Dramatic moment at Becketts with Gardner about to spin away the lead to Muir after an epic dice.



on, well ahead of the others. Dickinson's Escort BDA disputed third in class with Chris Montague's Mini until they both spun on the same lap, the former at Copse and the latter at Stowe. Montague also spun at Becketts but still finished some distance ahead of Dickinson in ninth, Dickinson having a strong challenge from Oli Thatcher's Escort 1300 GT until Dickinson eased away. After Montague spun for the first time, Jon Mowatt's Mini led the Minis but disappeared midway through the race and Paul Burt's Mini indulged in two spins, after leading Mowatt and challenging Dickinson, putting him well out of contention.

The 1-litre battle between the Bevan Imps of Bill McGovern and Les Nash was a tremendous struggle. For the entire race, the two blue Imps lapped in close company with McGovern leading at first, then Nash for three laps and then McGovern again. For a time it seemed McGovern was pulling away, but for the last half of the race, the two were as close as possible with the triple champion crossing the line 0.2 s ahead. A similar dice ensued for third in class between Ivor Goodwin and Adrian Webb with Goodwin winning by the slenderest of margins with Melvyn Adams further adrift.

ROBERT FEARNALL

RAC British Touring Car Championship round 20 laps, 56.54 miles
1, Brian Muir (3.3 BMW CSL), 34 m 9.4 s, 103.43 mph;
2, Andy Rouse (2.0 Ford Escort RS), 34 m 51.0 s;
3, Frank Gardner (2.0 Chevrolet Camaro), 35 m 08.6 s;
4, Dave Brodie (2.0 Ford Escort RS), 35 m 30.6 s;
5, Martin Thomas (5.7 Chevrolet Camaro), 35 m 31.2 s;
6, Mawrie Hickman (2.0 Ford Escort RS), 35 m 39.6 s;
7, Vince Woodman (1.3 Ford Escort BDA), 19 laps;
8, Peter Hanson (1.3 Ford Escort BDA); 9, Chris Montague (1.3 Mini-Cooper S); 10, Tony Dickinson (1.3 Ford Escort BDA).
Over 2000 cc: 1, Muir, 103.13 mph; 2, Gardner; 3, Thomas. Fastest lap: Muir, 1 m 35.0 s, 110.92 mph.
1301 to 2000 cc: 1, Rouse, 100.79 mph; 2, Brodie; 3, Hickman. Fastest lap: Rouse, 1 m 37.4 s, 108.18 mph.
1001 to 1300 cc: 1, Dickinson, 96.69 mph; 2, Hanson; 3, Montague; 4, Dickinson. Fastest lap: Woodman, 1 m 43.4 s, 101.91 mph.
Up to 1000 cc class: 1, Bill McGovern (1.0 Sunbeam Imp), 90.22 mph; 2, Les Nash (1.0 Sunbeam Imp); 3, Ivor Goodwin (1.0 Sunbeam Imp); 4, Adrian Webb (1.0 Sunbeam Imp). Fastest lap: Nash, 1 m 49.6 s, 96.14 mph (record).

FORMULA FORD

Parsons wins for Royale

The opening round of the STP Formula Ford Championship, the GKN Sankey Trophy race, was shortened from 15 laps to a paltry five after the April snow which descended after the main race had delayed proceedings by about an hour. The sprint final, which was shorter than the two heats, produced a three-car dice on the dicey track, with 19-year-old Dick Parsons winning by a couple of cars' lengths from Roger Bruce-White. Derek Lawrence was third after an indiscretion on the back part of the circuit while leading.

The final was, naturally enough, run on a treacherous track and the pace was well down. But so too was the pace in the two heats the previous day when the track was dry. Neither in the heats nor in practice, run in high winds, could anyone approach the official best of 1 m 39.8 s. The first heat times were generally better all round, with Stephen South (Ray) best in 1 m 42.4 s. The other front row positions were claimed by Lawrence (1 m 42.7 s) and Macleod (1 m 42.9 s). The first eight on the first heat grid were quicker than the man who occupied pole for the second, Mike Young with his Tricentrol Hawke (1 m 43.8 s), a time in itself which was over a second better than second man Pato Nunez (Elden Mk 10A.)

The first heat was really quite good. Around the half distance mark Lawrence, Parsons and Macleod managed to detach themselves from four other cars which had been hotly in tow, South's Ray, Tiff Needell's Lotus 69F, Geoff Lees' Alexis and John Crowe's Merlyn Mk 17/20, the last of whom then slid down the numbers with a mechanical problem. But the race was patently between Lawrence, Parsons and Macleod, who drew out and were intent on out-maneuvring each other. In the end it was that experienced

FF campaigner, Lawrence, who was first to the flag thanks to a daring outside line through Woodcote. Parsons, on the inside, took second and Macleod, a little further back, was third. In the sprint to the line for fourth Lees got it ahead of South, Needell and Fox, who had fought his way up to join them. Sid's comment afterwards: "Would you believe my Camel's handling like a Hawke?" His team-mate, John Parsons, had shunted his Camel-Hexagon car during practice and suffered a sprained back.

In the second heat Young's Hawke snatched victory by nosing ahead of Chris Woodcock's Merlyn on the line. Woodcock had done most of the pace-setting, but was never far ahead of Young and eventual third man Patrick Neve with his Shellsport Merlyn Mk 24. Pato Nunez, his Falconer-bodied Elden sporting Argentine YPF stickers, ran a lonely fourth in the latter stages after drawing away from John Brunner's Merlyn, John Murphy's Hawke, Michael Starkey's Merlyn, Colin Emery's MRE and Roberto Alvarez's Hawke. All these were well separated towards the end, although they had produced one of the longest FF trains seen for some time earlier on.

The shortened final, which was over almost before it had begun, was a three-way struggle between Lawrence, Parsons and the man who had finished ninth in his heat, Roger Bruce-White (Dulon). Lawrence led for the opening two laps, but then spun and was never able to make up the deficit with a misfiring engine, no doubt due to the wet. As Lawrence dropped to fourth behind Young,

HISTORICS

Wet start for JCB

The awful weather conditions after the big race rather ruined the first round in the JCB Historic Championship, for although the conditions had improved considerably the meeting was running so late that the race had to be reduced to five laps. However in those five laps, the spectators were treated to some superb racing with Neil Corner's Maserati 250F coming home the winner by 3 s from Willie Green's 250F. All drivers, however, put on a superb display with their cars in the conditions.

Practice was at least dry for the magnificent field of historic cars which appeared including four Maserati 250Fs for Neil Corner (after his 3-litre Aston DBR4 devoured a piston in Wednesday's practice), Willie Green in the second of Anthony Bamford's 250Fs after engine trouble curtailed his practice in the other car, Cameron Millar's blue 250F (his other car for Alan Cottam non-started as it was running too rich) and David Llewellyn's ex-Colin Crabbe car. However best practice time came from Charles Lucas in Corner's 3-litre Birdcage Maserati, considerably under the record, with the 250Fs of Corner and Green alongside on the front row.

Lucas found the conditions difficult with the Birdcage and after spinning on the warm-up lap at Becketts, made a rather slow start having no clutch while Nick Faure's hideously-painted spaceframe Lister-Jaguar moved through from the second row with Green on the outside of him into Copse. Green got through the corner first and headed towards Becketts ahead of Richard Bond's Cooper Metals Lister-Jaguar which had made a superb start from the third row.

Green spun away the lead at Becketts on the first lap however, a similar trick being performed by Luke's Birdcage, and this enabled Richard Bond to take the lead from Faure and Corner's 250F. The sight into Woodcote at the end of lap 1 was quite fantastic with Bond, Corner, Green and Faure coming through the corner altogether. Into Copse the two 250Fs fanned out and were side-by-side with Bond; Corner came out of the corner in front of Bond and Faure while Green spun again and continued in fifth behind Colin Crabbe's fabulous Ferrari Testa Rossa.

Parsons was out front with Bruce-White in his wake.

Parsons made no mistakes—or perhaps it should be fewer mistakes than the rest in those conditions—and won by 0.2 s from Bruce-White. Lawrence managed to regain third at the expense of Young, while Macleod finished fifth, a good way ahead of Fox who was delayed on the opening lap in avoiding a spinner at Stowe. Indeed, spins were the order of the day, and the result sheet is a list of those trying the grass verges. But perhaps the prize for the best such antic of the day should go to Rod Conway, whose Elden gyrated in midfield before even passing the starter's Union Jack. No one was hurt in this incident or any other, and clerk of the course Tony Salmon must have given a great sigh of relief after it was all over.

RICHARD FEAST

GKN Sankey Trophy Formula Ford race (STP Championship qualifying round, 5 laps, 14.63 miles): 1, Dick Parsons (Royale-Davron RP3A), 9 m 56.0 s, 83.40 mph; 2, Roger Bruce-White (Dulon-LD9/15), 9 m 56.2 s; 3, Derek Lawrence (Dulon-Rowland LD15), 10 m 6.0 s; 4, Mike Young (Hawke-Scholar DL10), 10 m 8.0 s; 5, Donald Macleod (Merlyn-Scholar Mk 11A); 6, Sid Fox (Hawke-Rowland DL10); 7, Geoffrey Lees (Alexis-Sabre Mk 18B); 8, John Crowe (Merlyn-Mk 17/20); 9, Tiff Needell (Lotus-Scholar 69F); 10, Stephen South (Ray-Rowland).
Fastest lap: Bruce-White, 1 m 55.6 s, 91.15 mph.
Heat 1 (7 laps, 20.49 miles): 1, Lawrence, 12 m 10.0 s, 101.04 mph; 2, Parsons, 12 m 10.2 s; 3, Macleod; 4, Lees; 5, South; 6, Needell. Fastest lap: Parsons, Lawrence and Macleod, 1 m 42.4 s, 102.90 mph.
Heat 2 (7 laps, 20.49 miles): 1, Young, 12 m 16.2 s, 100.19 mph; 2, Chris Woodcock (Merlyn-Cooper Mk 20A), 12 m 16.2 s; 3, Patrick Neve (Merlyn-Scholar Mk 24), 12 m 16.4 s; 4, Pato Nunez (Elden Mk 10); 5, John Brunner (Merlyn-Rowland Mk 17); 6, John Murphy (Hawke-Rowland DL10). Fastest lap: Young, 1 m 43.2 s, 102.10 mph.

While Corner pulled ahead of the two Listers, Green moved back into fourth and with typical sideways opposite-lock motions, came through Woodcote after three laps close behind the Listers. On the fourth lap Green had demoted both the Listers into Stowe with Faure also getting by Richard Bond and the Bamford 250F proceeded to close on Corner, but Neil had everything calmly under control to finish the five laps 3 s ahead of Willie. Faure proceeded to hold off Bond for third overall and first in the over 3-litre class by 1 s with Crabbe handling the big Ferrari sports car nice and sedately into fifth.

Richard Pilkington's familiar Cooper-Bristol Mk 2 finished a very good sixth to take the up to 2-litre division, with John Harper's latest Lister Jaguar from Forward Enterprises getting by Lucas on the last lap to take seventh place. Once Chris Warwick Drake had spun his Lister, Gordon Lee's Lister Jaguar pulled away from David Llewellyn's Maserati 250F on the last lap in ninth place, Llewellyn having quite a change from the 8-litre Bentley he usually conducts. One of the features of the race was Willie Eckerslyke's remarkable drive in his D-type from the back of the grid to an excellent 11th place, overtaking three closely-following cars on the last lap, those finishing in the order Peter van Rossem's ex-John Roberts Cooper-Bristol Mk 2, Anthony Hutton's Lister-Jaguar (which was ninth on lap 1) and John Roberts' ex-Bill Wilks Lotus 16. Four more closely matched cars were next-up, Hon John Fellowes' big Maserati 450S sports car leading Cameron Millar's 250F, Frank Lockhart's Rover Special and David Childs in David Muirhead's 2-litre Lister-Bristol.

ROBERT FEARNALL

JCB Historic Championship round, for historic racing and sports cars (5 laps). Overall: 1, Neil Corner (2.5 Maserati 250F), 10 m 7.4 s, 85.74 mph; 2, Willie Green (2.5 Maserati 250F), 10 m 10.4 s; 3, Nick Faure (3.8 Lister-Jaguar), 10 m 17.0 s; 4, Richard Bond (3.8 Lister-Jaguar), 10 m 18.0 s; 5, Colin Crabbe (3.0 Ferrari Testa Rossa), 10 m 38.6 s; 6, Richard Pilkington (2.0 Cooper-Bristol Mk 2), 10 m 54.4 s.
Over 3000 cc class: 1, Faure, 85.25 mph; 2, Bond; 3, John Harper (3.8 Lister-Jaguar); 4, Gordon Lee (3.8 Lister-Jaguar). Fastest lap: Faure, 2 m 0.6 s, 87.37 mph.
2001 to 3000 cc class: 1, Corner, 85.74 mph; 2, Green; 3, Crabbe; 4, Charles Lucas (3.0 Maserati Tipo 60). Fastest lap: Green, 1 m 57.2 s, 89.91 mph.
Up to 2000 cc class: 1, Pilkington, 80.51 mph; 2, Peter van Rossem (2.0 Cooper-Bristol Mk 2); 3, David Childs (2.0 Lister-Bristol); 4, Ken Rogers (2.0 Lotus-Bristol Mk 10). Fastest lap: Pilkington, 2 m 7.2 s, 82.85 mph.

It seems incredible that Silverstone has been going for 25 years. I have been asked to write about the differences between racing then and now, but when you come to think about it, there were precious few similarities. Changes have been taking place all the time, and their cumulative effect has altered the sport out of all recognition.

Turning back the clock of my memory, the strongest recollection I carry is that the British were not taken seriously in motor racing. At the time when Silverstone started, it was 25 years since Deane Seagrave had won the French Grand Prix in a Sunbeam, no British car or driver having gained a *grande épreuve* since then. The British were jolly good losers and dashed sporting, but nobody regarded them as serious contenders. One never considered the possibility of winning a grand prix, but tried to "put up a good show."

Most continental circuits were simply public roads closed for the event. British laws forbade such goings on, but at last road circuits could be produced by converting wartime airfields, of which Silverstone was one. No permanent installations were permitted, because the airfield had to be ready for instant re-conversion if necessary. So, the circuit had the temporary nature of a typical continental circuit *routier*, even if its available roads did not look much like the genuine highways where racing had traditionally taken place.

Like a proper continental circuit, Silverstone had no provision whatever for spectator protection. They sat on the grass, remarkably close to the cars, only a rope discouraging them from walking on the circuit itself. At the end of a long grand prix—and they were half as long again as the present ones—we generally had precious few brakes left but the spectators never seemed to worry—perhaps they didn't know.

The British drivers were amateurs, buying their cars and racing them at their own expense. Some people were lucky enough to be able to combine business with pleasure, rebuilding their cars in their factories or engineering workshops. In general, however, there was no commercial side to the sport, apart from the pitiful little "boni" paid out by suppliers of oils, sparking plugs, and so on. Most of these drivers enjoyed themselves enormously, regarding a race as a splendid party, to be continued in the bars in the evening afterwards.

If there was no protection for the spectators, there was also virtually none for the drivers. Linen helmets were usually worn, though there were those who raced bare-headed, and Phil Etancelin wore his cap

SILVERSTONE 1948

JOHN BOLSTER remembers the early Grands Prix: the people, the cars and the Silverstone circuit

back-to-front in the style of the early town-to-town races. Some wore crash helmets of the cork variety, sometimes still called Seagrave helmets after one of the first drivers to use them. Overalls were not fireproofed and some drivers raced in open-necked, short-sleeved shirts. Personally, I wore a red polo-neck sweater and flannel bags, which I tucked into my socks.

By far the most successful British driver in Formula 1 racing was Bob Gerard. Quiet, unassuming, and wearing spectacles, he was about as unlike the traditional hero-driver as he could possibly be. Yet, he was a veritable tiger in the cockpit and could dispute a corner with the toughest continental. His ERA cars were beautifully prepared, at the works where he overhauled diesel lorries as a business, and they were faster than any of their kind for no good reason at all. Bob could use 500 rpm more than anyone else

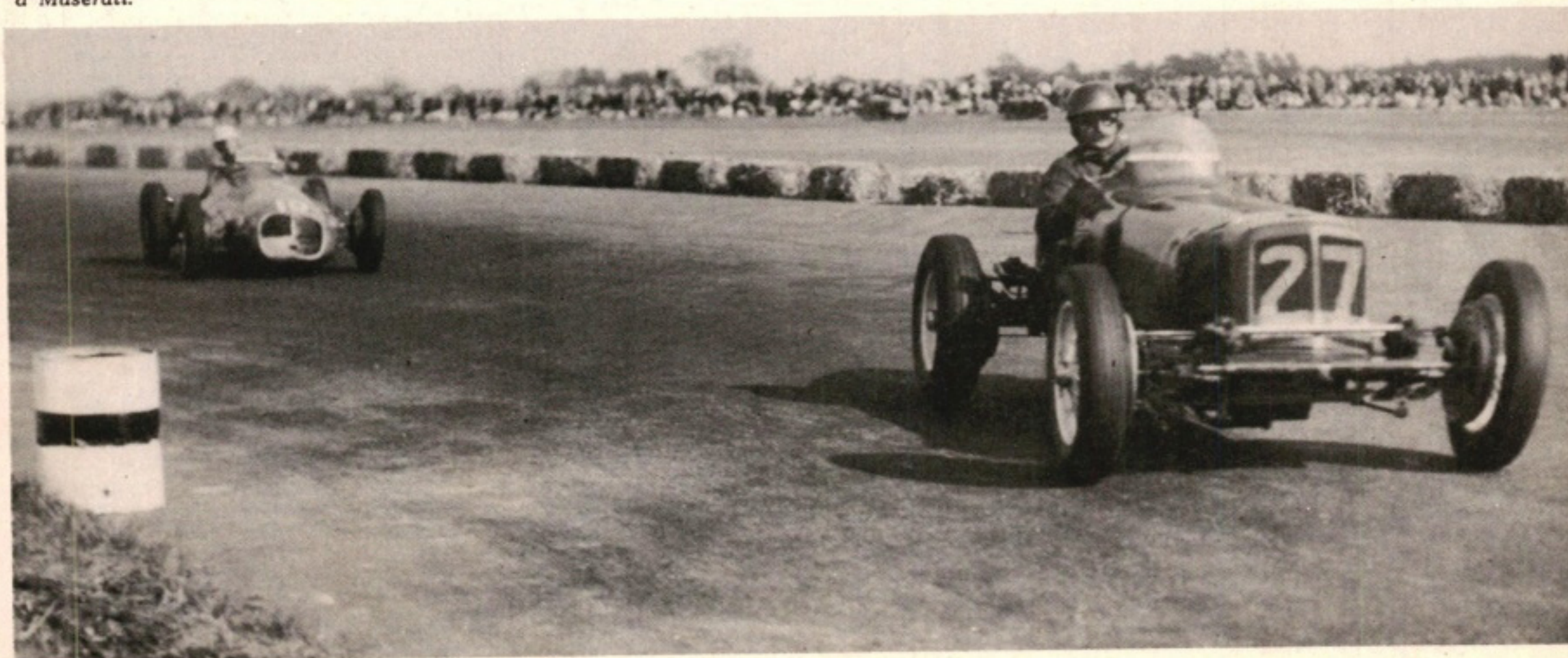
without blowing up, which was decisive, and I suppose his engines were simply the best prepared in the game.

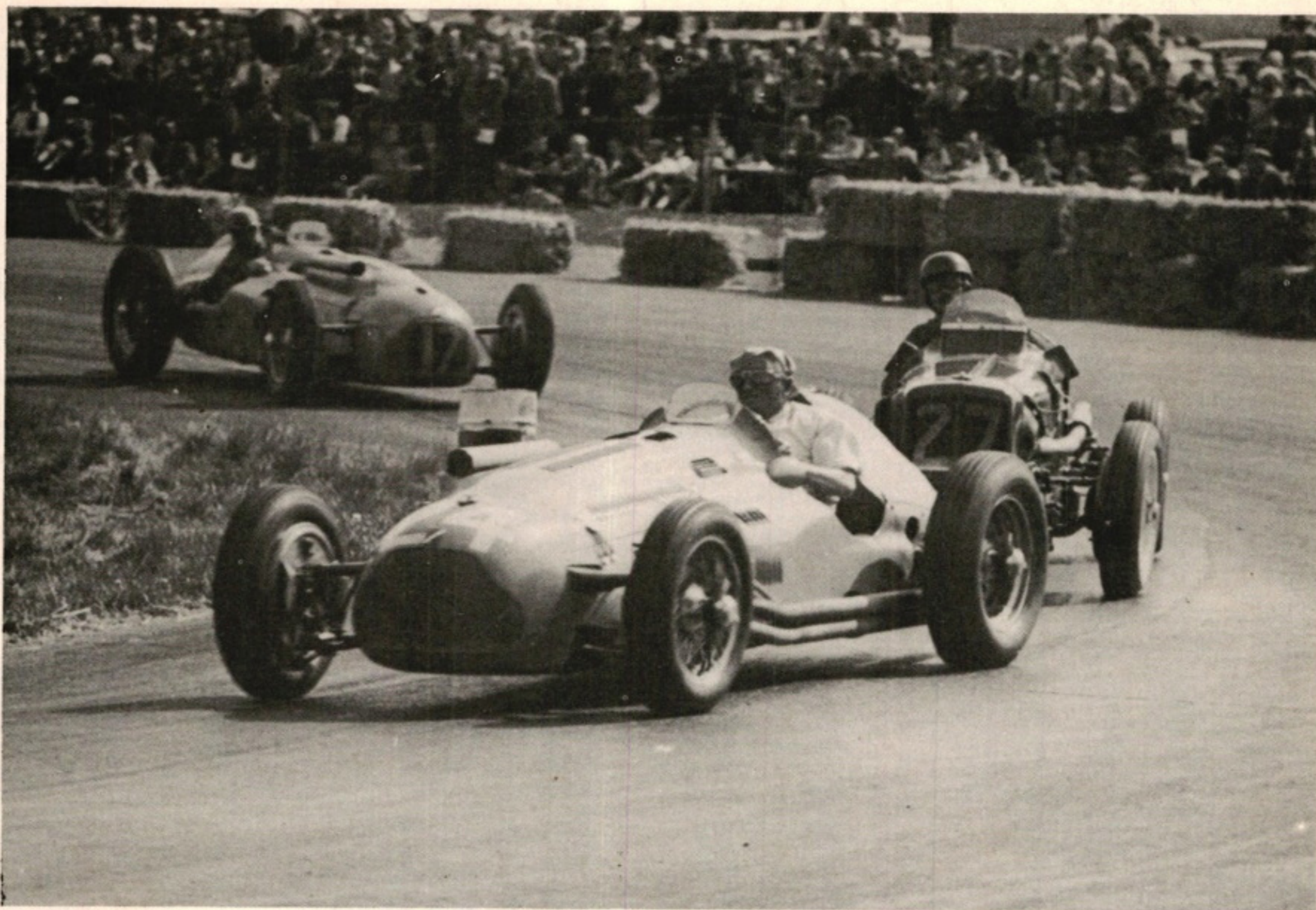
Reg Parnell had the most professional approach to racing of any British driver, though he ran too many cars in too many races, which gave "Wilkie" Wilkinson, his chief mechanic, an impossible task. Reg had had enough continental experience to be pretty tough on the circuits, and I preferred to race against Tony Rolt and Raymond Mays, who had impeccable driving manners, though they were both very fast. Prince Bira was a great stylist who could really mix it and it was sometimes suggested that he was remarkably difficult to overtake. George Abecassis was extremely fast, though he was occasionally on the ragged edge, and Les Brooke was just plain wild, though he enjoyed every minute of it.

After the war, there was a great shortage



Bolster's ERA slides round Woodcote in 1948 (above), while in 1949, the bonnet bulges indicated a two-stage supercharged ERA, seen here with a Maserati.





Phi-Phi Etancelin in the Lago-Talbot, pressed by Bolster's ERA in 1949.

of Formula 1 machinery. Apart from the Alta, which Geoffrey Taylor was producing on virtually no money at all, there were no new British cars and we had to fall back on the pre-war ERAs. Leslie Johnson was trying to make something of the E-Type ERA, having bought up the firm, but it was a thoroughly bad car. There were a few Maseratis of various vintages around, but just after the war we preferred to drive green cars—national colours were worn then. Naturally the Italians had been making racing cars during the war and their low-built Maseratis, with two-stage supercharging latterly, were faster than anything we had. When the Alfettas were raced, of course, they were unbeatable.

The French had their big Lago-Talbots, which were in the 4½-litre unsupercharged section of the Formula that also catered for 1½-litre supercharged cars—the most popular category. Some Delages and Delahayes also raced occasionally but their engines were only sports car units and below the maximum size. The Talbots added greatly to the interest of racing because they could go right through a grand prix without refuelling whereas the supercharged cars, running on methanol, could not. Thus, the tortoise might beat the horse on occasion, for although the big Talbots had a very high maximum speed, they could not keep up with the blown 1½s on a twisty circuit.

The first grand prix at Silverstone was in 1948 and I was driving Peter Bell's ERA, beautifully prepared by George Boyle. The circuit was a curious one, using a mixture of runways and bits of perimeter track, entailing some very slow corners. Our car could be started on the handle but we found a push start was easier, and I let George push me backwards after the start, as I don't believe in reversing a racing car in case of

straining the gearbox.

I made a good getaway and was pressing Leslie Johnson hard, when he broke a drive-shaft which went right through the bottom of the fuel tank. Some 50 gallons of fuel hit the track and exploded in a huge ball of flame, through the middle of which I motored unharmed, even my moustache surviving. The old green car went marvellously throughout the long race, even the pit stop going like clockwork, including the inevitable push start. Villorresi, and Ascari ran away with the race in the works Maseratis but it was fun racing with the Talbots—I knew when Etancelin was really taking risks because he often put his tongue out and his elbows became a blur on the corners. I was delighted to finish sixth, which doesn't sound much to boast about, but I was the second British entry home, the first being Bob Gerard, of course.

The 1949 grand prix was on the perimeter circuit, which is used to this day, though the pits were back towards Abbey curve and were of a temporary nature. Unfortunately, in an attempt to make things a bit less dangerous for the spectators, thousands of straw bales had been placed round the circuit. It is now known that straw bales are lethal, overturning any racing car which touches them, especially a high car like an ERA.

I was driving a car which had been fitted experimentally with two-stage supercharging. The performance was immense but the extra weight up front ruined the handling. I was able to retain some sort of control until just before half distance, when the emptying of the rear tank aggravated the nose-heavy condition and I brushed a straw bale at Stowe. Instantly, the car overturned, rolling on me the first time and chucking me out on the second roll. As I skated along the road, the ERA went end-over-end and pinned me to the

ground. It was a very bloody accident and as the ambulance went to the wrong corner I was left writhing in agony for 20 m or more, which nearly proved fatal—luckily I have always been tough! This is one of the many respects in which racing has been improved and there is no doubt that the lives of drivers as well as spectators were needlessly put at risk in those days.

This is not meant as a belated criticism of anyone concerned, for racing everywhere was probably carried out under the same slap-happy conditions. The first races were in a straight line, such as Paris-Vienna, and no medical provision or spectator protection was really possible. Racing on short circuits gave a Heaven-sent opportunity to adopt some safety precautions and it is curious that it has taken so long to realise this.

Let us return to the race. It was won by my old friend, Baron de Graffenried, in his Maserati and, the fastest Maseratis having wilted, Bob Gerard's ERA was an incredible second and Louis Rosier's Talbot third—two of the old reliables. For many years after this I covered Silverstone from the pits for the BBC. That these pits, on the exit from Woodcote corner, were dangerous there is no doubt, but as cornering speeds increased, the danger was doubled and accidents were inevitable. Now that the pits road has been raised the danger has gone and one can work there without the ever-present fear of getting a Ferrari up one's trousers.

The times of which I write concerned an amateur sport which has almost ceased to exist. Probably all the cars on the starting grid at Silverstone in 1948 were worth less than one grand prix car today. Everything was scruffy and improvised and there was practically nowhere to wee-wee. In terms of money it was chicken-feed, but I know which lot of drivers had most fun!

CROFT

The fates did not smile on the Nottingham SCC at Croft last Sunday. Numerous non-starters—many of them absent because of late delivery of parts—meant considerable programme reshuffling, while weather conditions were atrocious after the third race, with blizzard conditions at times. Nevertheless the club kept to time and the meeting did at least produce a new outright Special Saloon record when Mick Hill knocked 0.8 s off Doug Niven's fortnight old record as the Tricentrol Capri V8 sped to the first of two victories in the Wendy Wools races. Most races counted for the various NSCC Championships, but the well-supported Modsports event—won by Jon Fletcher's Elan after an early struggle with Johnnie Blades's works Clan Crusader—also counted for the Northern Sports Cars (Scorton) series.

The over 1000 cc Wendy Wools heat featured an eagerly awaited confrontation between Mick Hill and Doug Niven (Perdal Bosscott), although the latter wasn't too optimistic as the handling of the Perdal car had deteriorated since the last meeting. At the start 5.7 litres out-dragged 4.7 litres and Niven led into Tower. For three laps Niven held off the Capri with Hill shadowing the Celtic Homes-sponsored car. Lap 4, and Hill was through and immediately opened up a gap, and although Niven closed slightly around lap 7, the record-breaking Capri came home 5.2 s ahead. Derek Huntley's Abbott FVC-engined Escort was up to third after a lap despite starting at the back after practising late, and although docked a minute for a jumped start, he kept his place as everyone else was lapped. At first Huntley was pursued by George Lynn's Rover V8-powered Mk 1 Cortina and Frank Gunn's Arden Mini, but the Cortina-Rover fell very sick towards the end and Gunn pit-stopped to cure a misfire, so Harry Morgan's Mini-Cooper S became a lapped but class-winning fourth.

The Clubman's cars were particularly depleted by non-starters so were combined with a handful of libre contenders. In fact Ken Allen's 1.0 Chevron-Holbay B15 was the only competitive runner among the latter after Chris Meek's Tate Motul M1 had insoluble problems in either the fuel or ignition systems and Lol Hopkins's CanAm BRM broke a camshaft; thereby adding to the non-arrivals. Alex Ferrada's DBRE-engined U2 Mk 11B had the initial edge over the Holbay-powered versions of Barry Joell and Mel Ross, Allen, Dave Rees's U2 Mk 11 and the Spectrum-propelled Mk 11B of Tim Wood. These six stayed close with Ross forging ahead on the second lap—where he stayed. After a race-long duel Joell had to concede a narrowly won second place to Ferrada with Rees and Wood taking the next two places after Allen lost time somewhere. The latter's misfortune gave the libre category to John MacGilvray who was having his first race of the year in his FF Crosslé-Rowland 20F.

Alex Clacher's win in the small Wendy Wools heat really was a doddle. Although Clacher's demon engine had only been screwed together late the previous night and he is still not too happy about front-end stability with his new low-profile tyres, he won by over half a minute. Interest was maintained by a good tear-up for second between Lionel Dickson's Arden Mini and the quick Imps of Norman Dickson and Bob Leckie. The battle got a bit too torrid on lap 6 and Leckie retired to the pits with a bent wheel after smiting the chicane while Dickson N. then spun off at Tower, so Dickson L. was left with a safe second place as the snow started. The latter's team-mate, Maurice Willson, was a lapped third. Another fast Imp, Nick Birch's, retired early with a broken gear lever.

With snow coming down and the track now thoroughly wet, there was nobody to touch Peter Harrington in the Formula Ford event.

Mick Hill takes record and two wins



Not much for mod sports racing with Murphy's E-type, Blades' Clan and Fletcher's Elan leaving the line.

The Archer & Sharpe Cougar 73F had an enormous lead after just one lap while Ted Payne's Ansa Motors of Durham-supported March 728 had almost as big a lead over everyone else. These two circulated way ahead in what was one of the duller FF races on record—the conditions were just too bad for serious racing. Phil Barak's Peters Stores Special alias Alexis-Sabre Mk 22 took third but he almost suffered an embarrassing defeat at the hands of Michael Fey, who drove exceptionally well with an ancient Lotus 51B, complete with home-brewed engine! Despite the conditions there was quite a bit of place-swapping for the next places, Graham Hamilton's Hawke DL2B beating Andrew Peach's Palliser-WDF3 and Allan Wilson's Elden Mk 8. Ken Pickering's Jet Gaz Jamun had been third until he spun away the place.

With pit crews and spectators looking like snowbound Arctic gnomes, a good collection of Modsports cars appeared. As the flag dropped Johnnie Blades got the Hartwell power of the Clan down first and the yellow car took the lead from Fletcher's Elan and Brian Murphy's Jaguar E. Blades held Fletcher at bay for three laps then the Elan took over its customary position with the splendid little Crusader a worthy second. Murphy looked as though he was going to be caught by Aubrey Brocklebank's Morgan Plus 4 after the latter

had passed John MacDonald's new Plus 8, but on lap 9 Brocklebank spun—receiving what looked like a rude sign from MacDonald—and Murphy was safe. Don Morton's Elan was fourth in the early stages but he too lost a lot of time with a spin, so the next place after the Plus 8 went to Roger Cowdry who was still using his old Ginetta G4, with Brocklebank the last to be unlapped. Even with a fair field the NSCC's five classes did seem a little excessive. One hopes that even more Modsports competitors can be attracted so that two races can be justified at more meetings.

The Wendy Wools final, run on a streaming wet track, concluded the meeting. Derek Huntley's Escort stayed in the paddock as it was shod with slicks, while Alex Clacher teetered round for a lap before he too decided that slicks and snow do not go well together. The race was processional with Mick Hill demonstrating that the Boss Capri is just as formidable in the wet as in the dry, ahead of Frank Gunn, Roger Matthews's Birdsedge Mini-Cooper S, and Lionel Dickson. Doug Niven's beastie was less happy and spent most of the race trying to keep ahead of George Lynn's Cortina-Rover. In the end the Cortina took the place from Niven.

CHRIS MASON

Wendy Wools and Nottingham Cup Special Saloon Championships round; over 1000 cc heat (10 laps). Overall and over 1300 cc class: 1, Mick Hill (4.7 Ford Capri V8), 12 m 37.2 s, 83.20 mph; 2, Doug Niven (5.7 Ford Escort V8), 12 m 42.4 s; 3, Derek Huntley (1.8 Ford Escort FVC/Abbott), 14 m 17.2 s; 4, Harry Morgan (1.3 Mini-Cooper S), 9 laps. Fastest lap: Hill, 1 m 13.2 s, 86.07 mph (record).

1001-1300 cc class: 1, Morgan, 69.26 mph; 2, Frank Gunn (1.3 Mini-Cooper S); 3, Richard Shaw (1.3 Mini-Cooper S). Fastest lap: Gunn, 1 m 17.8 s, 80.98 mph.

Peter Wingfield Trophy Clubmans and Graham Coaker Trophy Libre round (10 laps). Overall and Clubmans over 1000 cc class: 1, Mel Ross (1.6 U2-Holbay Mk 11B), 12 m 27.2 s, 84.31 mph; 2, Alex Ferrada (1.6 U2-DBRE Mk 11B), 12 m 41.0 s; 3, Barry Joell (1.6 U2-Holbay Mk 11B), 12 m 41.2 s; 4, Dave Rees (1.6 U2-Holbay Mk 11), 12 m 51.2 s. Fastest lap: Ross, 1 m 13 s, 86.30 mph.

Clubmans' up to 1000 cc, F1200 and GT up to 1000 cc class: No finishers.

Formula Libre over 1500 cc class: 1, John MacGilvray (FF Crosslé-Rowland 20F), 78.16 mph; 2, Andrew Peach (FF Palliser-Scholar WDF3); 3, Gordon Dalzell (FF Hawke-Holbay DL2B). Fastest lap: MacGilvray, 1 m 18.4 s, 80.36 mph.

Formula Libre up to 1500 cc class: 1, Ken Allen (1.0 Chevron-Holbay B15), no speed given. Fastest lap: Allen, 1 m 14.0 s, 85.14 mph.

Wendy Wools and Nottingham Cup Special Saloon Championships round, up to 1000 cc heat (10 laps): 1, Alex Clacher (1.0 Hillman Imp), 13 m 31.4 s, 77.64 mph; 2, Lionel Dickson (1.0 Mini-Cooper S), 14 m 03.8 s; 3, Maurice Willson (1.0 Mini-Cooper S), 9 laps; 4, Kevin Brierley (1.0 Mini-Cooper S); 5, David Lunn (1.0 Hillman Imp), 8 laps; 6, Peter Pitman (1.0 Mini-Cooper S). Fastest lap: Clacher, 1 m 19.4 s, 79.35 mph.

Graham Coaker Trophy Formula Ford (10 laps): 1, Peter Harrington (Cougar-Scholar 73F), 13 m 58.8 s, 75.10 mph; 2, Ted Payne (March-Scholar 728), 14 m 48.4 s; 3, Phil Barak (Peters Stores Special-Sabre), 15

m 15.2 s; 4, Michael Fey (Lotus-Fey 51B), 15 m 16 s; 5, Graham Hamilton (Hawke-Holbay DL2B), 15 m 17 s; 6, Andrew Peach (Palliser-Scholar WDF3). Fastest lap: Harrington, 1 m 21.6 s, 77.21 mph.

Northern Sports Cars (Scorton) and Dick Protheroe Trophy Modsports round (10 laps): 1, Jon Fletcher (1.8 Lotus Elan), 15 m 34 s, 67.45 mph; 2, Johnnie Blades (1.0 Clan Crusader), 15 m 50 s; 3, Brian Murphy (3.8 Jaguar E), 15 m 57.4 s; 4, John MacDonald (3.5 Morgan Plus 8), 16 m 04.0 s.

Over 3000 cc class: 1, Murphy, 65.80 mph; 2, MacDonald. Fastest lap: MacDonald, 1 m 30.8 s, 69.38 mph.

2001-3000 cc class: 1, Aubrey Brocklebank (2.2 Morgan Plus 4), no speed given; 2, Andy Garlick (2.1 Morgan Plus 4). Fastest lap: Brocklebank, 1 m 31 s, 69.24 mph.

1301-2000 cc class: 1, Fletcher, 67.45 mph; 2, Terry Carpenter (1.8 MGB); 3, Don Morton (1.6 Lotus Elan). Fastest lap: Fletcher, 1 m 30.6 s, 69.52 mph.

1151-1300 cc class: 1, Mick Merrills (1.3 Austin Healey Sprite), no speed given. Fastest lap: Merrills, 1 m 39.6 s, 63.25 mph.

Up to 1150 cc class: 1, Blades, 66.31 mph; 2, Roger Cowdry (1.1 Ginetta-Cosworth G4); 3, Brian Lambert (1.0 Ginetta-MAE G4). Fastest lap: Blades, 1 m 31.6 s, 68.03 mph.

Wendy Wools and Nottingham Cup Special Saloon Championships; final (10 laps): 1, Mick Hill (4.7 Ford Capri V8), 14 m 45 s, 71.18 mph; 2, Frank Gunn (1.3 Mini-Cooper S), 15 m 01.0 s; 3, Roger Matthews (1.3 Mini-Cooper S), 15 m 04.8 s; 4, Lionel Dickson (1.0 Mini-Cooper S), 15 m 48 s.

Over 1300 cc class: 1, Hill, 71.18 mph; 2, George Lynn (Ford Cortina-Rover Mk 1 V8); 3, Doug Niven (5.7 Ford Escort V8). Fastest lap: Hill, 1 m 27 s, 72.41 mph.

1001-1300 cc class: 1, Gunn; 2, Matthews; 3, Richard Shaw (1.3 Mini-Cooper S). Fastest lap: Gunn, 1 m 27.2 s, 72.25 mph.

Up to 1000 cc class: 1, Dickson; 2, Kevin Brierley (1.0 Mini-Cooper S); 3, Maurice Willson (1.0 Mini-Cooper S). Fastest lap: Dickson, 1 m 32.8 s, 67.88 mph.

ROARING EASTER

Two Fantastic
Rothmans 5000
races over Easter



BRANDS EASTER MONDAY

APRIL 23rd

For the Rothmans 5,000 European Championship's fourth round, the pack comes to Brands to try their skills once again around the undulating twists and turns. Remember their fantastic triumph at last month's Race of Champions! Drivers from eight different nations will appear, including such stars as Cassius McRae, (Iberia McRae GM1) Alan Rollinson, (McRae Chevrolet) Gijs Van Lennep, (ShellSPORT Luxembourg T330) Steve Thompson, (Servis Chevron B24) Guy Edwards, (Barclays Lola T330) Chris Craft (McLaren M22) Keith Holland and Brett Lunger (Trojan Chevrolet). There's a good chance that the lap record will fall.

Supporting events are rounds of the BP Formula Atlantic, BOC Formula Ford, MCD Special Saloon, STP Production Sports Car Championship's, plus a ShellSPORT Celebrity race.

Reserved enclosures: Adults £1.00, Children 50p, Stands 50p, Paddock 50p extra.

SNETTERTON GOOD FRIDAY

APRIL 20th

The exciting Rothmans 5,000 circus with the same impressive entry as Brands comes thundering into Norfolk's flat expanses for the third round in the European Championship. Snetterton is one of the few circuits where the full power potential of the V8 engined Formula 5,000 cars can be realised. Along the three-quarter mile Norwich straight the cars are achieving 170 m.p.h. before breaking. A breathtaking spectacle well worth watching. There's also a strong possibility that the existing lap record of 120.44 m.p.h. will be well and truly shattered.

There are also events for BP Formula Atlantics, Anglia Television Formula Fords, STP Production Sports Cars, and Castrol Group 1 Saloons. There will also be an entertaining ShellSPORT Mexico Celebrity race.

Organised by the BRSCC, the first race is at 2.15 p.m.

Reserved enclosures: Adults £1.00, Children 30p, Stands 50p, Paddock 50p extra.

The promoters reserve the right, without notice, to make alterations to the race programme.

PRESCOTT

DFV's first hillclimb win

The Cosworth DFV scored its first British hillclimb BTD at Prescott last Sunday. Despite complaining of handling problems the reigning RAC Champion, Sir Nicholas Williamson turned the tables on class winner, Roy Lane, during the recently instigated Castrol/BARC "Top Five" runs and with a time of 47.86 s.

The second round of the Castrol/BARC Championship received, as is usual at a Bugatti OC Prescott, an over-subscribed entry meaning that even such notables as Richard Thwaites, last year's winner, were left out. The track, dusty at the start of the day, was very slippery and intermittent flurries of snow did not make matters any easier. Thankfully, the real blizzard held off until the last run and then it really came down.

The BOC insist on their own sometimes strange classes meaning as usual saloon and sports cars were lumped together. The large Mini and Spridget-infested up to 1300 cc class was a win for Patrick Walker (Cooper S) with a considerable improvement on his second round to beat Brian Kenyon's Sprite and Basil Dagge's sometime circuit-raced Imp. Nicky Porter's smart Cooper 'S' was just fastest in the 1600 cc class narrowly beating Robert Speak's Elan which had taken an early lead in the Castrol/BARC Championship at Loton Park. The 1601-3000 cc class was an easy win for Peter Jackson's mouthwatering Porsche Carrera RS while one run was enough for J. B. Wilson's AC Cobra to beat William Holt's Morgan Plus 8 and Nigel Pow's Jaguar.

Big Alister Douglas-Osborn's winged U2 Mark 12 was quicker than David Morris's FVA-powered Mark 11 and John Stuart's BDA-engined Mark 8 B. Phil Scragg's long wheel base Chevron BMW B19 won its class for the second week. Reg Phillips has, however, returned to the fray with his 2-litre B19 and was second on this occasion.

Bugatti and Ferrari handicaps are always a feature of Prescott with John Boulton's Bugatti T49 and Ronnie Symonson's Ferrari 365 GTB/4 going home with the awards. Classes for twin cylinder single seaters are usually a good idea but not last Sunday. Strangely, there were no Coopers in the smaller class won by Richard White's Norton-powered FMS, and only Terry Smith's Cooper JAP Mk 10 in the larger class.

The small racing car class saw the same one-two as last week with David Franklin (F4 Vixen Imp) an easy winner ahead of Don Tony Griffiths takes a short-cut.

Robinson's Team Castrol F3 Lotus 69 and Doc Willoughby, making his first hillclimb appearance of the year with his supercharged Brabham BT15. The next class was largely populated but with only two likely winners. Driving with great verve and locking brakes, Geoff Rollason (Lotus FVA 69) turned the tables on last week's star, a neat Ken MacMaster (GRD-BDA 272).

Prescott maestro Roy Lane (McLaren M14D) was fastest during the class runs, the top drivers were nowhere near the record on a difficult surface. Mike MacDowel (Brabham-Repro BT36) was a close second with Sir Nicholas Williamson only third at this stage. His March 712S is now so modified that it is referred to as a "Marlyn" (March front end, Lyncar back). It now sports a neat cold air box and is smartly turned out in red with yellow pin-striping. The class was pretty close with Tony Griffiths (Brabham BT33) only making fourth and unlucky David Good, another with a smartly re-sprayed car, fifth in his Lyncar NS4 suffering, yet again, this time from a broken hosepipe. Finally W. R. Stephenson (Fraser Nash) took the Historic handicap.

The weather was looking black as the 10 Castrol/BARC entrants with the greatest bogy time improvement came forward for their top 10 runs. Mike Flather (Cooper 'S') moved into the championship lead ahead of Robert Speak and Brian Kenyon, last year's runner-up. The Champion, Chris Seaman, was ill during the winter and was unable to repair his Midget in time.

The top five runs for the fastest cars saw Williamson's BTD climb with Lane hot on his heels, beating MacDowel, Griffiths and Rollason as the snow began to fall, Lane taking the lead in the Castrol/BARC BTD Championship with two second places. The next round comes on Easter Sunday at Harewood.

IAN WAGSTAFF

BTD: Sir N. Williamson (3.0 Marlyn-Cosworth DFV), 47.86 s. Class winner: P. Walker (1.3 Mini Cooper 'S'), 54.85 s.; N. Porter (1.3 Mini Cooper 'S'), 55.25 s.; P. Jackson (2.7 Porsche Carrera RS), 55.07 s.; J. Wilson (4.7 AC Cobra), 56.98 s.; A. Douglas-Osborn (1.6 U2 Mk 12), 51.60 s.; P. Scragg (3.0 Chevron/Alpina BMW B19), 51.12 s.; T. Boulton (3.3 Bugatti T49), 74.63 s.; R. Symondson (4.4 Ferrari 365 GTB/4), 60.11 s.; R. White (500 FMS Norton), 61.06 s.; D. Franklin (1.0 Huntsman Vixen-imp), 50.41 s.; G. Rollason (1.6 Lotus-Hart FVA 69), 49.63 s.; R. Lane (5.7 McLaren-Chevrolet M14D), 48.60 s.; W. Stephenson (2.0 Fraser Nash BMW), 59.26 s.

Castrol BARC Championship, after two rounds: 1, M. Flather, 19.55 points; 2, R. Speak, 18.98; 3, B. Kenyon, 16.54; 4, N. Porter, 15.64; 5, J. Meredith, 15.58.

Castrol/BARC BTD Championship: 1, R. Lane, 8 points; 2, K. MacMaster, Sir N. Williamson, and A. Griffiths; 5, M. MacDowel, 3.

BRANDS HATCH

Wicken by a whisker

Terry Attoe and Rob Wicken were the points scorers in their championships at the MGCC's meeting at Brands Hatch last Sunday. Attoe took his first nine points in the Kent Messenger sponsored up to 1000 cc saloon car class, although he was helped on his way by snow that made the track treacherous for the slick-shod trio of Saunders, John Homewood and Ray Calcutt. Ryan Lee remains in first place in the championship with a fifth. Wicken's points were hard fought, Frank Hopper and he never more than a car's length apart. It could have been either driver's race, and they both now lead the Thoresen championship.

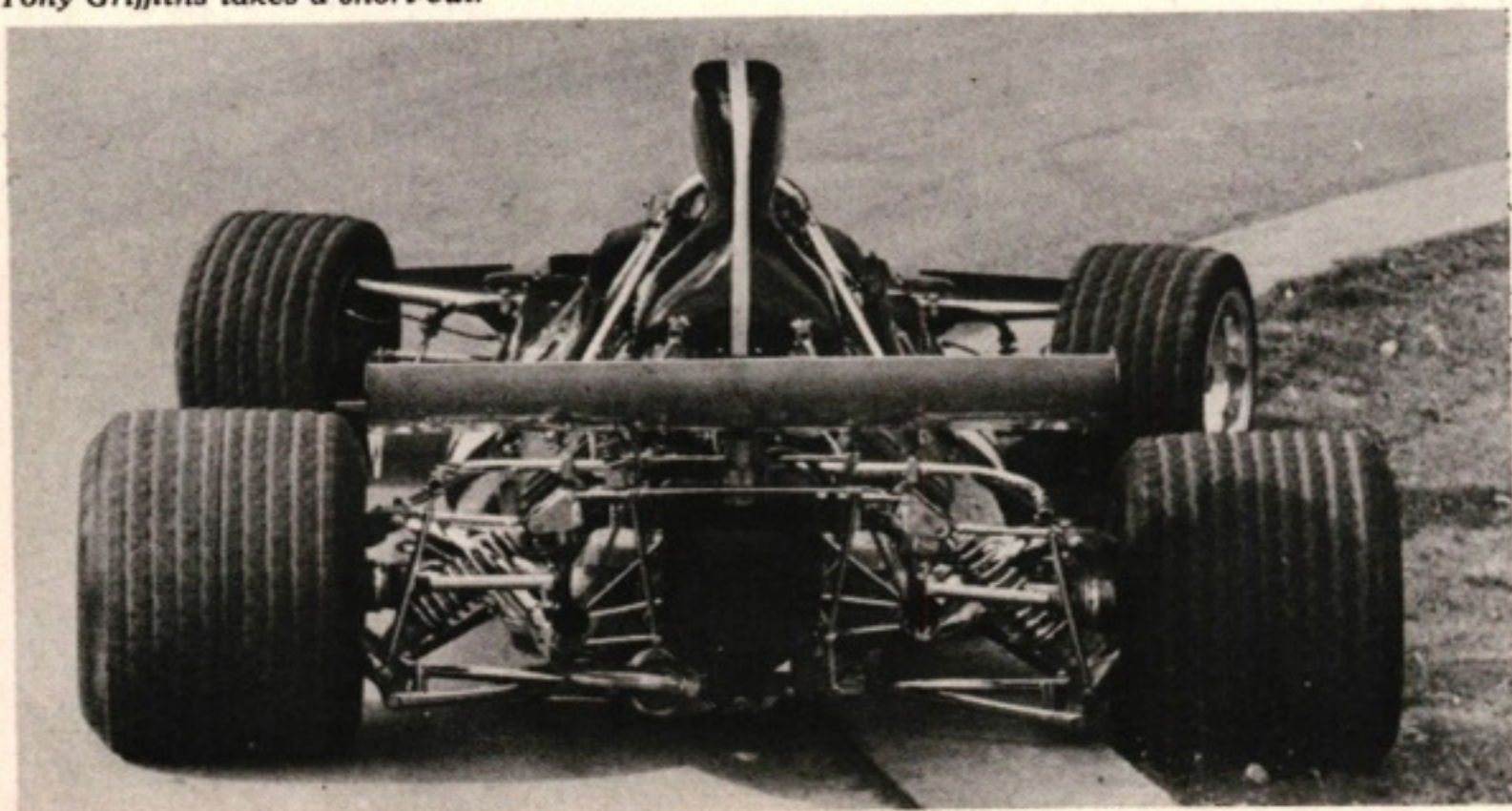
Obviously the emphasis was on MGs and that's how the day began with a field of MGAs and Bs, modified and unmodified. Ian Polley's ex-Roger Enever 1.8 MGB went into a lead he wasn't to lose, while behind him, Barry Sidery-Smith's Nicholson-prepared 1.8 MGB, Robert Haig's "new" 1.8 MGA and Dave Phillips' 1.9 MGB squabbled for second, the place going to Haig, from Phillips and Sidery-Smith.

Next up were the Kent Messenger tin tops and at the off it was the two second row Imps of Ray Calcutt and John Homewood who shot into the lead. They were side-by-side up the hill to Druids and Calcutt was the first out, with Homewood next and Saunders' Sigma Mini third. Ryan Lee (1.0 Austin Mini) was up to third by the end of the lap, and took the lead at Paddock next time round. Both Imps made a mess of Paddock on lap three, so it wasn't surprising to see Saunders leading from Lee, Terry Attoe (1.0 Austin Cooper S), John Walsh (1.0 Austin Mini), Homewood, Michael Bond (1.0 BLMC Mini), Roger Haywood (1.0 Mini Cooper S) and Calcutt, all in a huge bunch.

At this time, Brands Hatch was experiencing the sort of blizzard one expects at Boxing Day but not April 8, and as no one had studs, there were spins, the first to go being Saunders, allowing Attoe into the lead he wasn't to lose. Ryan Lee spun at Clearways on lap six, so Walsh got his second, and Michael Bond his third. Saunders and his slicks gave up the unequal struggle with the elements on the sixth lap, and Homewood and Calcutt followed suit a lap later.

Big race of the day was a 15-lapper for Modsports. Both Tony Dunerdale (1.6 Turner) and Roger Redsell (1.1 Sprite) non-started, so Polley was in effect on pole. The car slipped out of gear on the line, so he was slow away, allowing Andrew Bailey's Sprite to lead from Malcolm Beer's 1.3 Midget. By Druids however, it was Beer, with Polley back in fifth position. Beer spun it away on the third lap at Druids, so it was Andrew Bailey on wets from the ever advancing Polley on intermediates. Polley took the lead on the 11th lap, to take his second victory of the day from Bailey and a recovered Beer.

You couldn't rival the FF race for excitement judging by commentator Barry Simons' tones. Richard Morgan (Lotus-Rowland 61) sat all alone on the front row after fifth reserve Bob Arnott was wheeled from beside him because of the 20 starters. However, behind sat two heir pretenders, Frank Hopper (Royale-Vegantune RP16) and Rob Wicken (Merlyn-Piper Mk 17A). First away was Morgan but Hopper also made a demon getaway and was first out of Druids with Morgan second, and Wicken third. For four laps Morgan closed on the man from Sligo.





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Formula Ford winner Wicken in happy mood.

Wicken was up with the bunch at Bottom on the fifth lap, and as Morgan challenged, he found himself very tied up with Wicken, and rather than collide, took to the very slippery grass, recovering to finally take fourth. This left Hopper and Wicken, the latter always close, trying into Paddock on lap six, seven and eight, taking the Royale at Clearways, only to be repassed before the line. By lap nine it was Wicken along the pit straight, although only by a nose. Last lap, and Hopper took a different line into Clearways to leave himself some space on the exit. However, that space disappeared as they entered the pit straight, and Hopper had to briefly lift off, by which time it was too late, although there was little more than a nose in it at the line.

BOB CONSTANDUROS

MGAs, MGBs, MGCs and Austin Healey 3000s, modified and standard and MGBs modified (10 laps): 1, Ian Polley (1.8 MGB), 10 m 04.8 s, 73.81 mph; 2, Robert Haig (1.9 MGA), 10 m 16.8 s; 3, Dave Phillips (1.9 MGB), 10 m 18.4 s; 4, Barry Sidery-Smith (1.8 MGB), 10 m 21.4 s. **Fastest lap:** Polley, 59.4 s, 75.15 mph.

Standard MGAs and MGBs: 1, John Targett (1.8 MGB), 65.16 mph; 2, Peter Everingham (1.6 MGA). No other starters. **Fastest lap:** Targett, 1 m 06.6 s, 67.03 mph (class record).

Modified MGAs: 1, Vic Ellis (1.6 MGA), 66.06 mph; 2, Roy McCarthy (1.6 MGA); 3, Gary Taylor (1.6 MGA). **Fastest lap:** Ellis, 1 m 05.8 s, 67.84 mph.

Kent Messenger up to 1000 cc saloon challenge and up to 850 cc cars (10 laps): 1, Terry Attoe (1.0 Austin Cooper S), 12 m 43.2 s, 58.49 mph; 2, John Walsh (1.0 Austin Mini), 12 m 46.6 s; 3, Michael Bond (1.0 BLMC Mini), 13 m 01.4 s; 4, Chris Chant (1.0 Talon Mini), 13 m 14.2 s. **Fastest lap:** Roger Saunders (1.0 Sigma Mini), 1 m 08.8 s, 64.88 mph.

Up to 850 cc class: 1, David Strange (850 BLMC Mini), 47.79 mph. No other finishers. **Fastest lap:** Strange and Fred Jury (850 Vickers Mini), 1 m 16.2 s, 58.58 mph.

Handicap race for pre-1940 cars (10 laps): 1, Mike Zimmerman (1.3 MGN), 11 m 39.8 s, no speed given; 2, John Kirby (750 Austin Sports), 11 m 47.4 s; 3, Andrew Smith (950 MG PB), 11 m 49.8 s; 4, Dermont Reynolds (850 MG J2), 11 m 52.4 s. **Fastest lap:** Nicholas Taylor (1.5 MG TB), 1 m 13.2 s, 60.98 mph.

Modified Sports cars up to 1300 cc and 1301 cc to 2000 cc (15 laps): 1, Ian Polley (1.8 MGB), 16 m 06 s, 69.32 mph; 2, Andrew Bailey (1.1 Austin Healey Sprite), 16 m 17.4 s; 3, Dave Phillips (1.9 MGB), 16 m 14.4 s; 4, Malcolm Beer (1.3 MG Midget), 16 m 23 s. **Fastest lap:** Polley, 59.8 s, 74.65 mph.

Up to 1300 cc class: 1, Bailey, 68.49 mph; 2, Beer; 3, Duncan Welch (1.3 MG Midget). **Fastest lap:** Beer, 1 m 01.6 s, 72.47 mph.

1301 cc to 2000 cc class: 1, Polley, 69.32 mph; 2, Phillips; 3, Peter Boorman (1.8 MGA). **Fastest lap:** Polley, 59.8 s, 74.65 mph.

Handicap race for MG T-types (10 laps): 1, Gerry Brown (1.3 MG TC), 10 m 10.4 s, speed not given; 2, Stuart Dean (1.3 MGA TA/B), 10 m 14 s; 3, Christopher Edwards (1.2 MG TC), 10 m 20 s; 4, Glyn Giusti (1.2 MG TB), 10 m 22.4 s. **Fastest lap:** Brown and Dave Clewley (1.5 MG TC), 1 m 05.2 s, 68.47 mph.

Townsend Thoresen Formula Ford Challenge round (10 laps): 1, Rob Wicken (Merlyn-Piper Mk 17A), 9 m 09.2 s, 81.28 mph; 2, Frank Hopper (Royale-Vegantune RP 16), 9 m 09.2 s; 3, Frank Bradley (Bradley-Bradley), 9 m 20 s; 4, Richard Morgan (Lotus-Rowland 61 M), 9 m 23 s. **Fastest lap:** Morgan, 53.2 s, 83.91 mph.

MG Midgets and Austin Healey Sprites up to 1150 cc standard and modified and over 1150 cc standard and modified (10 laps): 1, Malcolm Beer (1.3 MG Midget), 10 m 01.6 s, 74.20 mph; 2, Andrew Bailey (1.1 Austin Healey Sprite Mk 1), 10 m 02.6 s; 3, John Gooch (1.1 Austin Healey Sprite Mk 1), 10 m 53.4 s; 4, Duncan Welch (1.3 MG Midget), 10 m 54 s. **Fastest lap:** Beer and Welch, 58.2 s, 76.70 mph.

Over 1150 cc standard class: 1, Mikki Chittenden (1.3 MG Midget), 60.73 mph; 2, Brian Cook (1.3 MG Midget). No other starters. **Fastest lap:** Cook and Chittenden, 1 m 12.4 s, 61.66 mph.

Over 1150 cc modified class: 1, Beer, 74.20 mph; 2, Welch; 3, Richard Hutton (1.3 MG Midget). **Fastest lap:** Beer and Welch, 58.2 s, 76.70 mph.

Up to 1150 cc standard class: 1, David Paige (1.1 MG Midget), 58.91 mph. No other starters. **Fastest lap:** Paige, 1 m 13 s, 61.15 mph.

Up to 1150 cc modified: 1, Bailey, 74.08 mph; 2, Gooch; 3, Peter Fontes (1.1 Austin Healey Sprite). **Fastest lap:** Bailey, 58.8 s, 75.92 mph.

Nine within one second

Less than a second separated nine drivers at the first of two grass hillclimbs organised by the Potteries & Newcastle MC at Hotton, near Stafford last Sunday when snow caused the meeting to be abandoned mid-way through the third runs. By a whisker, Graham Harper took BTM in his 998 Mini Cooper with a time of 28.2 s for the 500 yards two test course, a time 0.2 s ahead of Miss Muriel Banks in her 850 Mini and John Clarkson in his hairy Escort RS1600. Surprisingly, the fastest times were recorded on the second runs and with the tests becoming faster, the third runs had held promise of even greater things. Two other notable performers were Martin Morrey who took second in his class in his 998 Cooper with a first run time of 28.7 s—the motor blew up in the second—while the novice winner was Derek Essen who was very competitive in an RS1600 in 28.8 s.

Other class winners were G. Denny (Cooper), 28.6 s; J. Keating (Mini Clubman), 28.8 s; and D. Sparks (Imp), 31.5 s.

Smith stars

Although the incredible Irishman John Lyons again took BTM when he made his second journey to England last Sunday, the star of the fifth round of the Castrol/BTRDA autotest championship run by Hagley & DLCC at Tipton, Staffs, was Trevor Smith. The 1972 champion blotted his copybook on the first test to drop down the field but he made a wonderful recovery in the remaining nine tests to move into second overall and maintain his leadership in this year's series.

Lyons won the event in his girl friend's Clubman GT with a total of 495.4 s, with Smith on 502.8 s in his Sprite and Dennis Beere third on 523 s after holding the lead at the halfway mark. Smith now has 23 points to lead John Larkin by four with Peter Noad in third place on 18 points.

There was a good scrap in the small capacity Mini class where Dave Tearle had just 1.1 s advantage over Malcolm Clark, both in Coopers, Tearle's total being 611.1 s. Phil Darbyshire (Clubman GT) caused John Larkin to sit up and take notice in the next class for the Midland driver came through to take first championship points, which relegated Larkin, the class leader to third place. There was never more than a couple of seconds between them and they finished 1.5 s apart.

With the big-engined VW still not ready, Peter Noad brought along his cooking VW to win his class from Tony Hunt (Mexico) but the margin was only 5.9 s. Noad still has the class leadership with Terry Mears—fourth on Sunday—on 15 points while Hunt and John Calton are third and fourth on 14 and 13 points respectively.

Overall: J. Lyons (Mini Clubman), 495.4 s. **Class winners:** D. Tearle (Mini-Cooper), 611.1 s; T. Smith (Sprite), 502.8 s; P. Noad (VW), 565.5 s; M. Daniels (DHW), 587.3 s.

● Cadwell owner Charles Wilkinson's comments about the recent rumours over a track licence for motor racing at the circuit are unprintable. However, he comments that the RAC were quite happy with the alterations completed last year, a further run of sleepers has been put up at the Gooseneck and more are planned for the start/finish straight where one of the closed spectator enclosures has been reopened. Unfortunately the enclosure in the centre of the circuit is unlikely to be re-used for car meetings. The reason for the change of this meeting to the long from the shorter circuit was to give spectators a greater viewing area because of the still limited access to part of the back of the track.

Praises for the stages

Although there was perhaps too much road mileage compared with stage mileage, Midland Manor MC earned praise for their first April special stages rally in the Midlands last Sunday. Winners by the narrow margin of 9 s, were Peter Hilliard and Bruce Dodgson in their Escort TC which dropped 12 m 49 s on 10 stages scattered over a wide area. From the start in Kidderminster, the 76 crews tackled six stages before lunch and had four airfield blinds in the afternoon. At the lunch break the 998 Imp of M. White/E. Riches held a tenuous lead of 9 s but power told in the afternoon and they had to be content with a class win which they did most handsomely by over 5 m.

Second overall were P. Derry/S. Powcock in another Escort who did some very quick motoring to win the class by just over a minute from the Mexico of C. M. Burgess/E. Bamford. There was a close finish in the up to 1300 cc class where the brothers M. and L. Cockayne in their 1293 cc Mini Cooper topped the similar car driven by N. Jones by a mere 4 s. Several of the crews went missing on the morning stages with hair-raising experiences, but non sustained serious injury though bent machinery abounded.

Overall: 1, P. Hilliard/B. Dodgson (Escort TC), 12 m 49 s. **Class winners:** M. White/E. Riches (Imp), 13 m 50 s; M. J. Cockayne/L. Cockayne (Cooper), 16 m 6 s; P. Derry/S. Powcock (Escort), 12 m 58 s.

Mike Sones' easy win

Easy winner of the Castle Bromwich autotest meeting at Fradley near Lichfield last Sunday was Mike Sones in his Mini Clubman GT who totalled 583.3 s for the 16 tests to beat a field of 20 competitors. Sones had more than half a minute in hand over A. Nemes who took the Cooper class in 622.1 s, while John Hodgson's Mini won the other Mini class in 638.3 s. The other class winners were M. Gallear (Austin 1100), 718.8 s, and B. Betteridge (VW), 663.7 s. Novice winner was C. Smith (Sprite), 714.4 s.

New venue for Bluebell Trial

The Bluebell Trial (Tunbridge Wells Centre, 750 Motor Club) was held last Sunday at a new venue—Place Farm, Woodchurch, near Ashford—owned by Stan Milton, a 750 member. The wooded site provided a variety of climbs, tight turns and clay slopes and placed the emphasis on driving skill rather than sheer engine power.

By lunchtime Bill Hicks was overall leader with 17 over Gordon Jackson's 27 and Allan Brunning with 34. Phil Johnson, after a four-hour drive from Peterborough, had a puncture on his way to the first climb where he burst his only spare and had to withdraw! Stan Milton (the host) had to retire with clutch-trouble after the morning's two rounds. Paul Liddiard dropped out after the first of the afternoon's two rounds with gearbox trouble and Mike Stonnard also retired with a broken clutch and Allan Brunning damaged his diff. Alan Fullalove ran out of petrol!

Bill Hicks continued to lead in his Trial-master after the third round but had a poor fourth round which lost him first place. Gordon Jackson in his Ixex scored only four on his last round, clearing six of the seven hills, and beat Bill by 38 to 45. Colin Sansom was third with 99 and leader of the 750 section.

Skilton shows new cars and vanquishes Pratt

Clive Skilton unveiled both his cars at the first round of the Castrol/RAC Championship at Wroughton last Sunday, bringing the smartly overhauled "Revolution Three," now in the Hillbillies hands, and backed by Tube suppliers Accles and Pollock, and his own new Castrol-backed car, built in the States last year and run to a best of 6.1 s by Mike Kuhl. With a stroked 392 displacing 446 cubic inches until his Donovan engine is delivered, the car looked very professional, the bodywork and general detail work being of a very high standard. Although only running a light nitro load, Clive ran an easy 7.1 s to debut the car, whilst Roland Pratt, driving a fueller for the first time in his life, obeyed instructions to run halfway at 8.4 s.

For the first round of their match race series both fired up on the strip to show the shivering crowd what it was all about, then went through two long burn-outs. Clive left first, and powered away from Roland with another 7.1 to 8.4. Before the second round Roland couldn't get oil pressure, but after some quick work, this was fixed, and again the two big rear-engined cars staged up. Roland showed that he was learning the ropes by running a straight 7.8, still behind Clive's third 7.1 of the day.

For the final, held just before a blizzard swept across the chilly hill, Roland really turned the tables as Clive bogged to an 8.3, leaving the other car with a 7.7 win; a terrific effort from the new addition to the elite of fueller drivers in the UK.

The senior dragster elimination was a good series between John Whitemore's incredibly fast blown 1.3 BMC car, and Ray Hoares' rear-engined 327 Chev rail. On all three occasions the smaller car was away first, John trying hard to control an excess of power for the lightweight car, its front wheels clawing the air. Each time, however, Ray got by with superior top-end power, with a 9.97 to 10.37, 9.6 (his best ever) to 10.8, and finally a very close 10.07 to 10.04.

Of the Competition cars present, the Page brothers 427 Fiat broke its rear end after a couple of low elevens, and Fred Whittle ran a good 8.9 to lead the bunch. He faced up against Colin Mullen in "Invader," his neat 350 Chev-powered Vauxhall. The first run of the two saw Fred lead all the way to a 9.55 to 11.5, whilst on the second, Colin fooled all the photographers, who normally look to him for a spectacular start, by pulling the wheels three feet off the ground when he

got some traction about ten feet out. Despite this, he kept on the power to another 11 to Fred's 10. The third round was unfortunately abandoned due to the snowstorm!

Of the Street classes, Top Street was again a lively elimination, with the colourful Ed Shaver driving Mike Yun's Corvette, fitted with a high 3.3 diff gear after having sheared all the teeth on the 4.56 during a testing session. Despite this, the power of the 427 was sufficient to make up for any start-line sluggishness as he narrowly beat Bob Oram's E-type with a 13.3 to 13.3, then Ivan Fryer's Cleveland-engined Mustang with similar times.

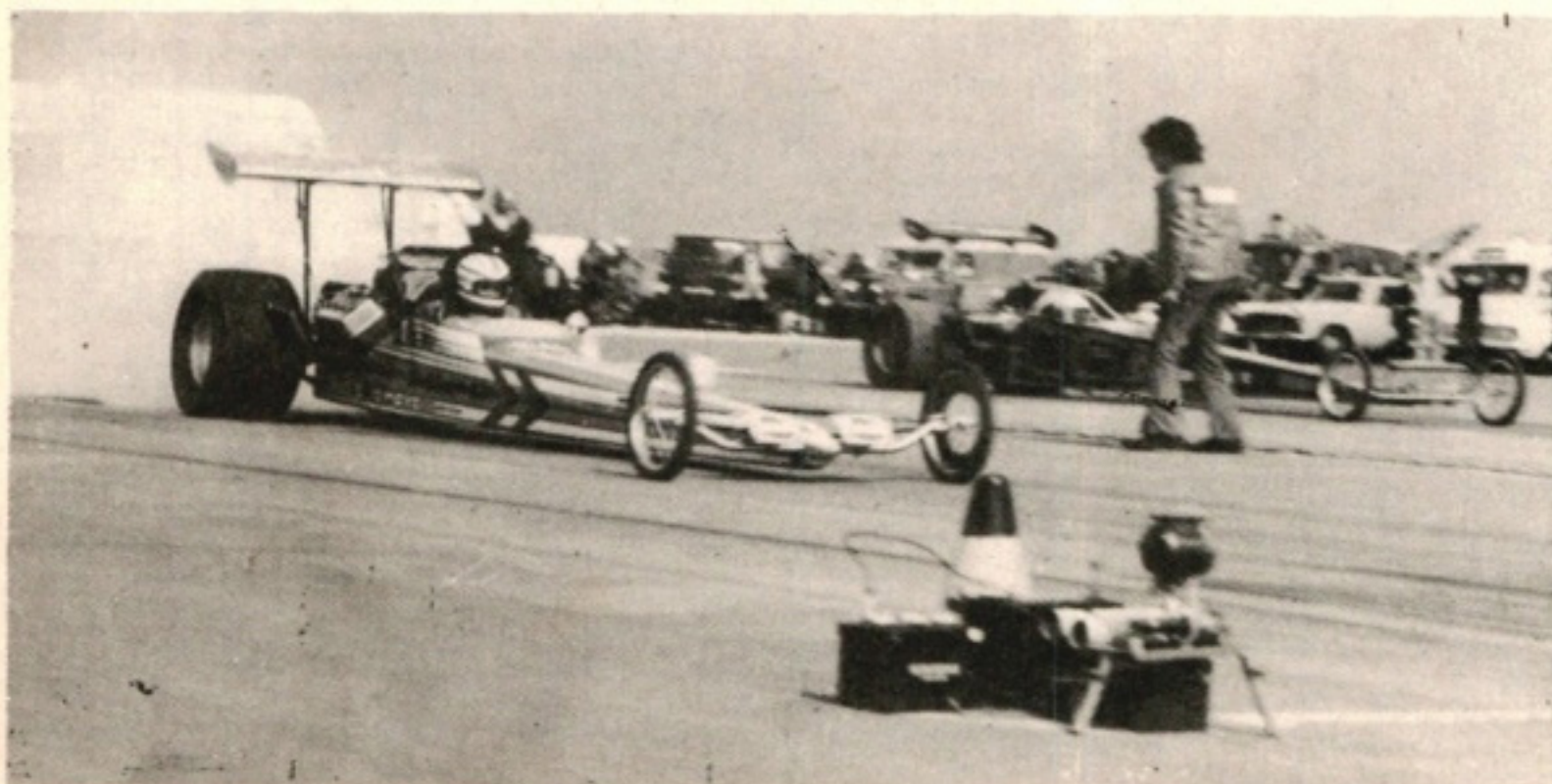
Once again the Pro-Stock field was in dire trouble. First off Gary Goggin was held up by the usual 10p part being missing from his new truck block Chev motor for his Camaro, and was unable to attend. Second, Tony Dickson had found two bearings spun on Saturday night whilst checking out his new 432 engine after the previous meet. This was traced later to a couple of wiped lobes on the cam, and, as it turned out, all the bearings had gone. So it was Kevin Pilling and Keith Harvie, both with 440 inch '67 models. Harvie's had his all-aluminium ZL1 block with Carillo rods, Pilling's the same block as last year with new heads.

The first disaster struck Harvie, who wrote off his block when a bearing spun and broke one of the ultra-expensive rods. This came out of the bottom and went through the cross member under the engine, whilst the other bits made the rest of the engine so much junk. The race for a ten-second run is obviously going to take a fearsome toll, and this was further demonstrated when Kevin Pilling tore his prop in half after a very strong 11-second run.

The power needed to do this is obviously something to think about, but meanwhile, the back half hit the ground and snapped off at the UJ, throwing the car up in the air before it cut through one slick, whilst the front end split the gearbox case as it thrashed round. Basically, the car emerged unscathed from what could have been a total write-off, but once again Pilling, like the other drivers, is faced with a lot of work before Easter's big meet at the 'Pod.

The next round of the Castrol/RAC Championship is on May 6, at RAF Fulbeck, and hopefully there will be a few more cars to fill out a depleted field.

Skilton and Pratt power away from the line in their match.



Ravenscroft nears record at Curborough

It won't be long before John Ravenscroft starts banging at the door of the Curborough sprint record for last Sunday he clipped over a second off his previous weekend's best in the MMEC event which attracted some 40 competitors. Ravenscroft got to the Lola T142 around in 33.8 s which equals the class record for single-seaters up to 1600 cc which he holds with Mike Hawley but is still 2 s outside the track record. Once again the weather was cold and damp with snow flurries but in spite of the conditions, some good times were recorded. Bob Turnbull took second BTD in the Fisher Alexis in 34.5 s, a fraction quicker than Richard Wallinger's Wallinger Spectre while a surprise in the big sports car class was the defeat of Herbert Sherpherd in his E-type which was pipped by R. Leicester's 2+2 model.

BTD: J. Ravenscroft (Lola T142), 33.8 s. **Class winners:** N. Johnstone (Mini-Cooper), 39.6 s; T. K. Wood (Mini-Cooper), 39.7 s; A. Humphries (Escort), 39.1 s; J. Hawley (Midget), 40.5 s; C. Baxter (Marcos), 38.0 s; R. Leicester (Jaguar E), 38.9 s; L. Kyd (FTB), 39.4 s; R. Wallinger (Wallinger Spectre), 34.6 s; R. Turnbull (Fisher Alexis), 34.5 s; T. Bradwell (Brabham Quatro), 35.3 s. **Fastest MMEC:** C. Quigley (Terrapin), 37.9 s.

● John Bevan, the 1972 Castrol/BTR/A Auto-cross champion, will again be competing in this year's championship. The surprising thing is that he will not be using his well-known, home-built special Naveb. After taking the championship crown two years in succession, John is retiring from the Specials class in order to make the championship more open this year.

As the car he will use in this year's championships, again in Cars and Car Conversions colours, is not yet fully prepared, the announcement regarding the make and model will be made before the opening round of the championship, the White Horse MC event on April 29.

● Frank Pierson didn't win a rally last Saturday but his famed Escort RS TNT 242J did. In the hands of Les Watkin and Peter Broomby they won the Montac CC Tour of Loton, a half-day stage event in the grounds of the well-known Salopian hillclimb course.

Watkin and Broomby won the six-stage event over 14 miles by 46 s from Bob Carter's Cooper S with Martin Watson and a mysterious Miss Smith third (Escort 1600). George Till came down with his wife in a standard 3-litre Capri and finished fifth on 411 s.

Overall: L. Watkin/P. Broomby (Escort RS), 341 s. **Class winners:** T. Pritchard (850 Mini), 568 s; D. Humphrey (1275 Mini Cooper), 432 s; H. Jones (1300 Escort), 439 s; G. Jones (Escort TC), 408 s.

● Esso Uniflo will sponsor a Welsh Speed championship this year. Open to all members of the Welsh Association of Motor Clubs, the championship carries £100 for the winner, £60 for the runner-up and £35 for third, with cash prizes down to 10th place.

The qualifying rounds are: Taybenny sprint, April 22; Talbenny sprint, May 20; Penrice hillclimb, May 26-7; Pontypool hillclimb, June 17; Llandow sprint, June 24; Talbenny sprint, August 19; Llandow sprint, September 9; Penrice hillclimb, October 14. Championship secretary is Alun Morgan, Castle Villa, Gorslas, near Llanelli, Carmarthen.

BTD at the May 20 Penrice hillclimb carries a £100 prize, with a total of £600 in prizes throughout the meeting. The record at 30.05 s, set by Peter Voigt last October, is just waiting to be taken below the half minute. Secretary of the meeting is Stuart Collins, 84 Mansel Street, Swansea.

● Apologies to the Dudley & DCC. Last week in our Club Cameo their club badge was somehow confused with the one of the Falcon MC used previously.

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AUSTIN HEALEY 3000 Mk III, 1967. Ice blue/ivory with blue trim. Hood and tonneau. Overdrive. Wire wheels. Avon radials. Radio. 34,000 miles only. "Very rare specimen" **£1185**

CHEVROLET Z28 CAMARO, 1971. Red with black stripes, trim. Spoilers. 350 V8 high performance unit. Auto, PAS, Servo ventilated discs, AM/FM radio, 8-track stereo, tinted screen. Low mileage **£2565**

CORVETTE STINGRAY "MAKO SHARK" 1970 model 350 split roof coupe. Electric blue, auto and power. Sundym glass, electric windows, air conditioning, AM/FM radio, 8-track stereo. Positraction chrome wheels **£2885**

FIREBIRD FORMULA 400, 1971. Opalescent green, parchment trim. Auto. Power brakes and steering. AM/FM radio, honeycombe mag wheels, F60, low profile tyres, numerous goodies **£2685**

JAGUAR E-TYPE, 1968. Fixed Head Coupe. White/red trim. Radio, chrome wires with HR Cints, HRW, etc **£1495**

JAGUAR E-TYPE 2+2 COUPE. H reg. 1969/70. Mk II. In sandalwood/tan trim, 8-track stereo, HRW. HRSP tyres. Wire wheels **£1795**

LANCIA FULVIA 1.3 RALLYE COUPE, 1968. Dark green parchment trim. Michelin tyres. Radio and usual extras **£965**

LOTUS ELAN SPRINT 130 DROPHEAD. K reg. 1971/72. Yellow/white with black trim. Radio. HRSP tyres. 24,000 miles. 1 owner **£1495**

MGB ROADSTERS Mk II. A choice of 2 1970 cars. In blue royale, or bronze yellow. Overdrive, Rostyles, radio, tonneau, etc. From only **£995**

MGB GT 1971/72. Choice of 2 in Antelope or red. Fitted overdrive, radio, Rostyles radial tyres, HRW on 1. From **£1295**

MGB Mk I ROADSTERS. 1963/64. Choice of 2. In red or BRG. Both fitted overdrive and wire wheels. 1 with Ashley hard top. Both these cars are sound bodily and MoT tested and represent very good value. From only **£295**

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SCIMITAR GTE. K reg Mk III, 1971/72. Auto. Nevada yellow. Chrome alloy wheels. HRW. Radio **£2165**

SPITFIRE Mk II, 1967. Red/black, matching hard top, big bore exhausts **£435**

SCIMITAR GTE Mk II, 1970. Satin silver/black trim. Overdrive, radio, HRW, Cinturato tyres. Full works overhaul just completed **£1695**

SCIMITAR GTE 1969. Finished in Caribbean green/black trim. Overdrive, radio, HRW. 1 owner car. Full history. Replacement engine and overdrive just fitted **£1595**

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TRIUMPH SPITFIRE 1970/71. Choice of 2. White or laurel green. Both with radio, etc. 1 fitted with overdrive. From **£695**

TRIUMPH SPITFIRE Mk II 1965. White, red trim. Hard and soft tops. Exceptionally nice for its year **£365**

TVR VIXEN S2. 1969. Metallic blue/black. Tinted rear screen. Radio/tape player, alloy wheels, SP Sports **£995**

TRIUMPH TR6. 1971. Red/tan trim, o/d, radio, HRSP tyres, reputed 17,000 miles **£1195**

TVR VIXEN. 1968. Flame red, black trim, coachline, w/w, radial tyres, tinted screen **£895**

MGB ROADSTER. Mk II H reg, 1969/70. Choice of 3. BRG and red both with hard/soft tops, o/d, w/w, radio, etc and tartan red. Reputed 18,000 miles. 1 owner. From only **£965**

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- 1972 V12 'E'-Type roadster, Auto. 9,000 miles. White with red trim, radio, sculptured wheels £3,245
- 1972 V12 'E'-Type 2+2 Auto. One owner; extras include headrests, radio, electric aerial ... £3,245
- 1971 V12 'E'-Type 2+2. 'K' Reg., 11,000 miles one owner, B.R. Green, tan trim, h.r. window ... £3,195
- 1971 V12 'E'-Type 2+2 Auto. 'K' Reg. Chrome wire wheels, radio; 13,000 miles, one owner £3,095
- 1971 V12 'E'-Type 2+2. 'K' Reg. Nov. One owner; chrome wheels, h.r. window, radio £2,895
- 1970 'E'-Type 2+2, 'J' Reg. Fitted chrome wire wheels, radio, h.r. window ... £2,245
- 1970 'E'-Type f.h.c., in white with black trim, SP Sport tyres, chrome wheels, radio ... £1,995
- 1969 'E'-Type 2+2 Auto. 'H' Reg. Electric sun-roof, radio, Sundym glass, chrome wheels ... £1,995
- 1969 'E'-Type f.h.c., 'H' Reg., only 26,000 miles, fitted tinted screen, h.r. window ... £1,795
- 1968 'E'-Type roadster, in Carmen red, open head-lights, chrome wheels, radio ... £1,345
- 1967 'E'-Type 2+2, extras include sun-roof, chrome wire wheels, h.r. window, radio ... £1,395



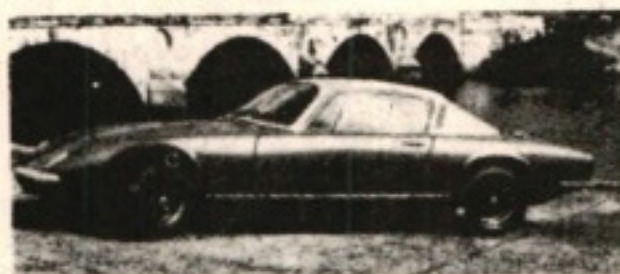
1970 'E'-Type roadster (similar to above), one-owner car with wire wheels, luggage rack, wing mirrors ... £1,995

TRIUMPH

- 1972 TRIUMPH Stag. 9,000 miles from new; hard- and soft-tops, power steering, overdrive £2,295
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- 1970 TRIUMPH TR6 PI hard- and soft-tops, overdrive. Signal red, black trim ... £1,145
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- 1966 TRIUMPH TR4A, extras include radio, seat belts, wing mirrors ... £645
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- 1971 TRIUMPH GT6 Mk. III. Valencia blue with tan trim; 13,000 miles; overdrive, radio ... £1,195
- 1968 TRIUMPH GT6 Mk. II. White, black trim, sun-roof, overdrive, alloy wheels ... £665
- 1972 TRIUMPH Spitfire Mk. III, 6,000 miles from new, fitted tonneau, radials, seat belts ... £995
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- 1969 TRIUMPH Spitfire Mk. III, 'H' Reg., fitted detachable hard-top, wire wheels ... £695

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- +2S 130/5. Lagoon blue, oatmeal trim, h.r. window, alloy wheels ... List
- +2S 130/5. Lotus yellow, radio, h.r. window, alloy wheels ... List
- +2S 130. Carnival red, black trim, alloy wheels, radio ... List
- EUROPA Special, 5-speed. Carnival red, oatmeal trim, alloy wheels ... List
- EUROPA Special, 4-speed. Regency, black trim, radio, air-horns ... List
- ELAN Sprint d.h.c. Lotus yellow, black trim, radio, air-horns ... List

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- 1970 LOTUS Elan S4 d.h.c., fitted tinted screen, k.o. wheels, tonneau, radio ... £1,145
- 1969 LOTUS Elan S4 f.h.c. French blue with black trim, h.r. window, SP Sport tyres ... £1,095
- 1971 LOTUS Seven S.IV 1600 GT. Flame red. Brand Lotus wheels, heater, radio ... £895



1970 LOTUS Elan S4 f.h.c., 'J' Reg. Extras include radio, heated rear window, radials ... £1,195

MG

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- 1966 M.G. Midget, with wire wheels, new clutch, timing chain, etc., just fitted ... £445



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- 1968 ASTON MARTIN DB6, Automatic, only 33,000 miles from new; radio, tinted glass ... £2,395
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- 1970 MARCOS 3-litre, Ford V6 unit. Bronze yellow, sun-roof, alloy wheels, radio, o/drive £1,295
- 1968 ALFA ROMEO 1750 GTV, Dec. 'G' Reg. 5-speed gearbox, radio, seat belts ... £1,295
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1968 JAGUAR E-TYPE, drophead. G registration, coupé. Finished in metallic blue with matching interior. Radio, sunroof, chrome wire wheels, CWW. £1,400 ono. Mr Williams. Tel: 028-484 453. (15)

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1969 JENSEN INTERCEPTOR. Orange. £2,950. Tel: Lower Jenning 302 (Sussex). (15)

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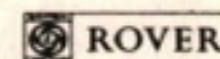
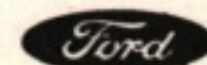
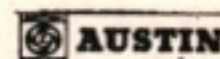
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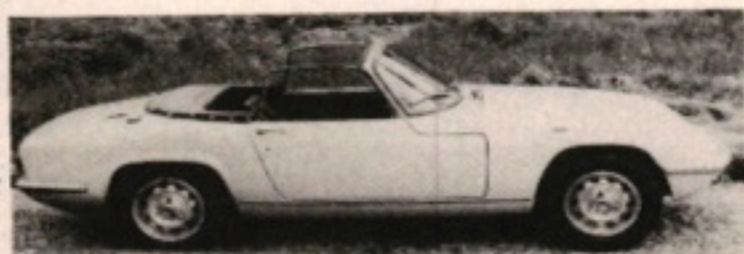
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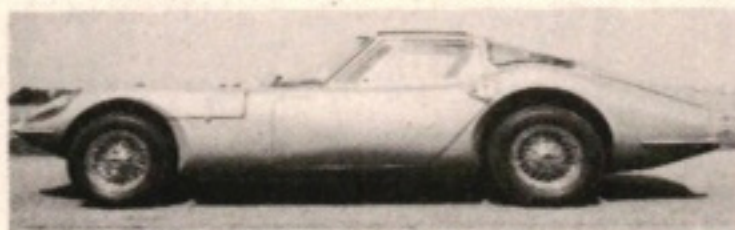
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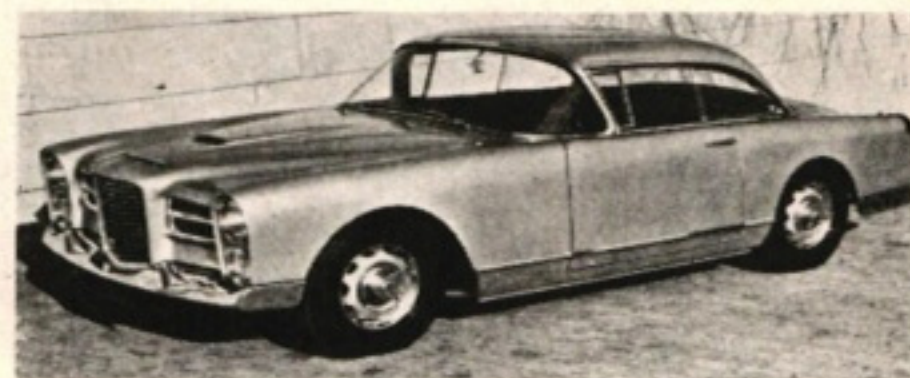
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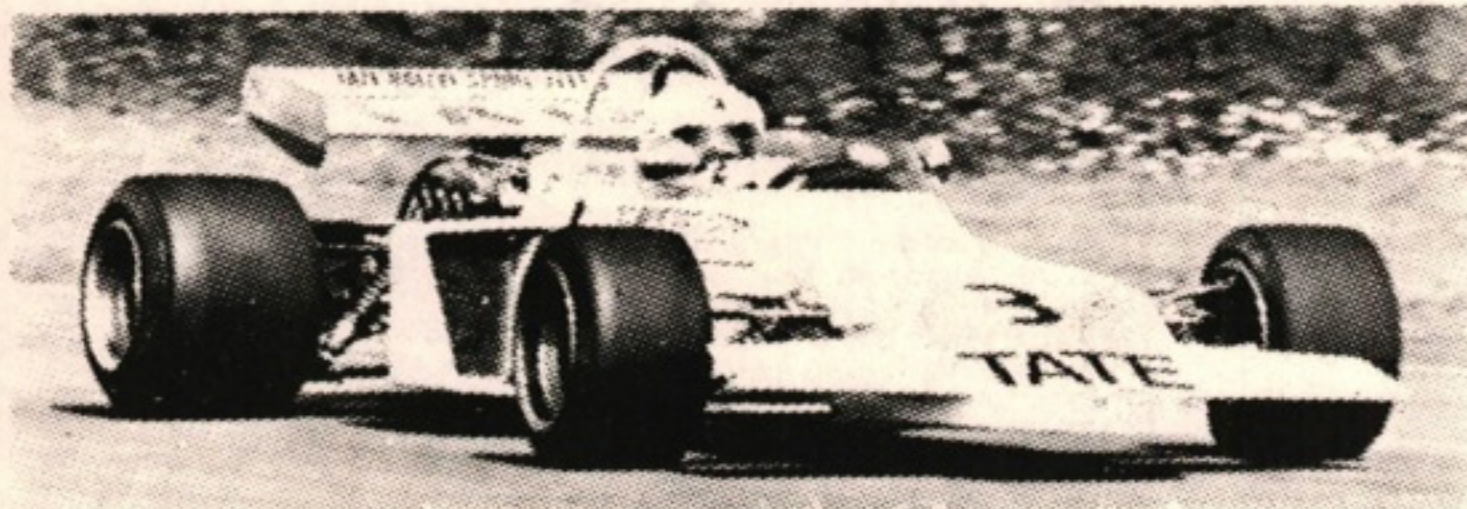
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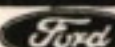
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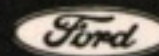


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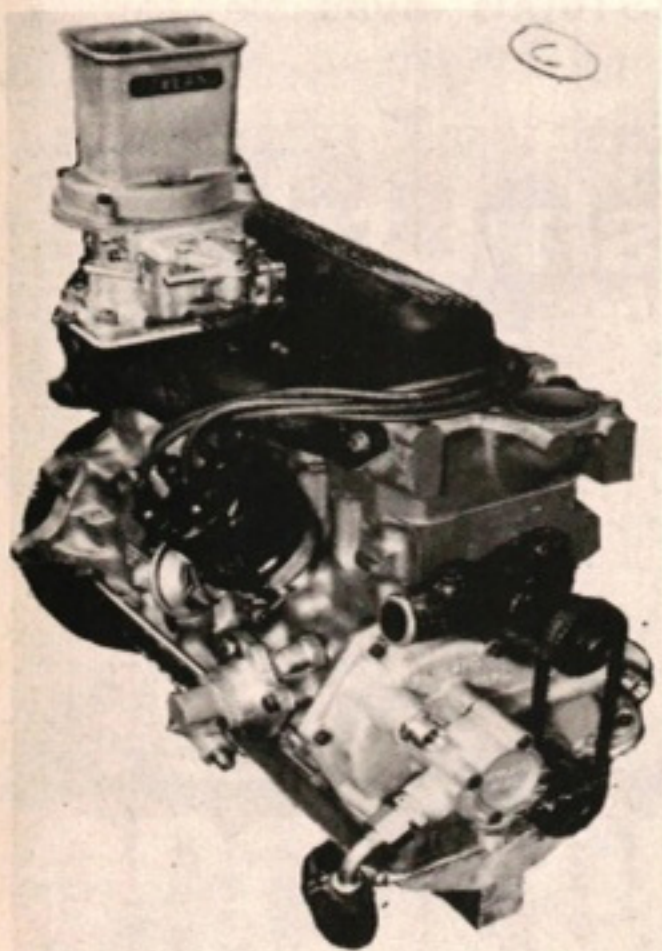
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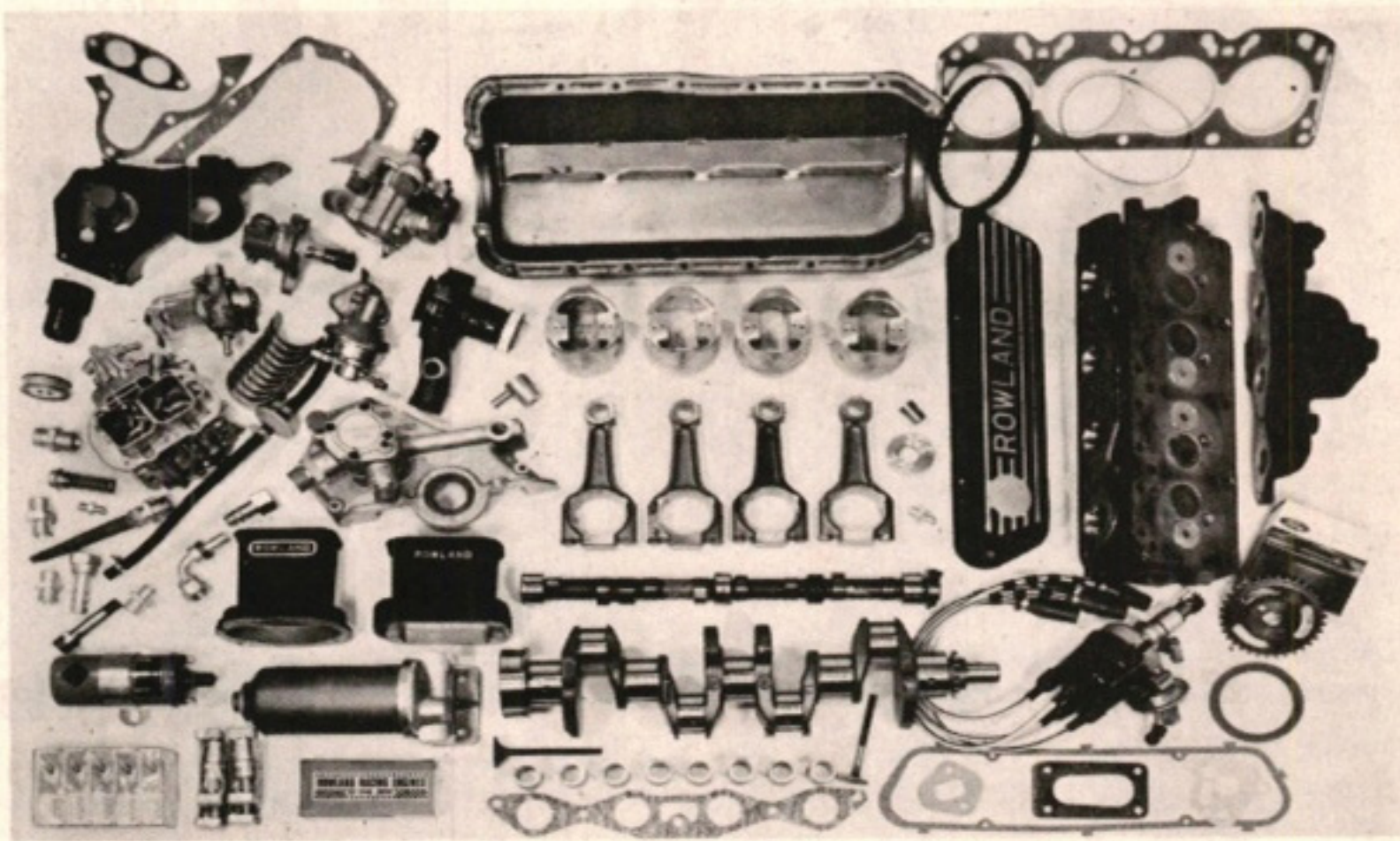
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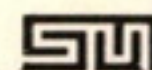
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